

Q#1253B

INTERNATIONAL MILITARY TRIBUNAL FOR THE FAR EAST

CITY OF WASHINGTON)

DISTRICT OF COLUMBIA)

UNITED STATES OF AMERICA)

SS:

C E R T I F I C A T E

I, Sterling Tucker Dibrell, Commander, U.S.N.R., upon oath, make the following statement:

1. I am Head of Graphic Section, Office of Naval Intelligence, 7th Floor, Steuart Building, Washington, D. C. My residence address is 704 So. Lee Street, Alexandria, Virginia.

2. My official duties as Head of Graphic Section, Office of Naval Intelligence, include the procurement, filing, evaluation, and dissemination of graphic information including photographs, maps, and intelligence reports. I graduated from the United States Naval Academy in the Class of 1921, completing a course in mechanical drawing. During the war, my work has been as head of the Graphic Section, Office of Naval Intelligence, in the Office of the Chief of Naval Operations.

3. In the course of my official duties I have studied the reports based on a comparison of the map of Wotje Island, JICPOA Item No. 5486, Navy Doc. No. 41, and photographs of Wotje Island, Enclosures (B) and (C) to Photo Intelligence Center Special Report No. S-1-46, and Report 2-46, and I have prepared and signed the letter dated 3 July, 1946, on the subject: Captured Japanese Base Plans: comparison with aerial photographic coverage and reports.

4. I hereby certify that the statements and opinions contained in the foregoing letter are true and accurate to the best of my knowledge and belief.

/s/ STERLING TUCKER DIBRELL

Subscribed and sworn to before me this
24th day of July, 1946

James J. ROBINSON
Name

/s/

(Status indicating authority to take oaths)

Captain USNR Ser. #52853

3 July 1946

From: Op-23-F-3.
To : Op-23-Y.
Via : Op-23-F.

Subject: Captured Japanese Base Plans; comparison with aerial photographic coverage and reports.

Encl: (A) List of Captured Map Material.
(B) P.I. Special Report No. S-1-46.
(C) P. I. Special Report No. S-2-46.

1. Enclosure (A) indicated that the elapsed time from beginning of hostilities to the first aerial photographic reconnaissance over subject areas varied from 32 days to 30 months. The shortest elapsed time (32 days) between beginning of hostilities and first photo cover was in the Truk Islands. However, the quality of photography was poor and clouds obscured areas of interest referred to in plans.

2. The Island of Wotje was photographed 53 days after hostilities began. This photography indicates that installations referred to in plans were operative at that time (See Enclosure (B)). Attention is invited to the fact that mechanical drawing practices usually indicate installations already constructed in solid lines, and planned construction in dotted lines. This being true, the power plant, transmitters, command post and block house were complete as of 10 August 1940, the date indicated in plans.

3. Enclosure (B) shows that planned construction indicated in captured document #JICPOA 5486 was completed at time of initial photo cover.

4. Enclosure (C) indicates that 41 out of 53 installations planned before the war were confirmed by war time photography.

S. T. Dibrell

CAPTURED MAP MATERIAL

<u>ITEM</u>	<u>NAME PLACE</u>	<u>JICPOA NUMBER</u>	<u>DATE OF PLAN</u>	<u>DATE OF FIRST COVER</u>	<u>ELAPSE OF TIME 7 Dec. 41 to:</u>
1.	Truk Islands				
	Dublon Island	5478	15 Apr. 1940		
	Eten Island	8396	Feb. 1940		
	Eten Island	6053	15 Apr. 1940	9 Jan. 1942	32 days
	Fofan Island	5476	15 Apr. 1940		
	Otta & Mor	5477	15 Apr. 1940	4 Feb. 1944 (US)	26 months
	Pollo Island	5475	10 Oct. 1940		
	Tol Island	6054	12 Feb. 1940		
	Uman Island	7838	10 Aug. 1940		
2.	Wotje Island	5486	10 Aug. 1940	31 Jan. 1942	55 days
3.	Ponape Island				
	Jokaj Mt.	6055	10 Aug. 1940		
	Namu Sector	5483	10 Oct. 1940		
	Napoli Sector	5474	3 Sep. 1937	7 Feb. 1944	26 months
	Param Sector	8550	10 Oct. 1940		
	Tolenot Peak Sector	5484	15 Apr. 1940		
4.	Palau Islands				
	Koror Section	5481	10 Oct. 1937		
	Koror Sector	5807	Undated		
	Arumongui	6207	10 Oct. 1937	30 Mar. 1944	28 months
	Peleliu	5482	20 Aug. 1940		
	Peleliu	8270	Nov. 1940		
	Peleliu	6271	Nov. 1940		
5.	Pagan Island	8273	Nov. 1940	25 May 1944	30 months

ENCLOSURE (A) TO Op-23-F-3 MEMO OF 3 July 1945.

U. S. NAVAL PHOTOGRAPHIC INTELLIGENCE CENTER
RECEIVING STATION
Washington, 25, D. C.

PHOTOGRAPHIC INTELLIGENCE SPECIAL REPORT NO. S-1-46

- LOCALITY : Wotje Atoll (Marshall Islands). Lat. 9° 28' No.- Long. 170° 15' E. Comparison of Japanese Pre-War places with actual installations.
- REFERENCE : (a) Cruiser photographic sortie No. PH-5 dated 31 January 1942
- ENCLOSURE : (A) Commander Aircraft Battle Force, US Pacific Fleet Photographic Intelligence report No. 3, and supplement.
- (B) Annotated oblique photograph of Southern end of Island.
- (C) Annotated oblique photograph of Central section of Island.
- (D) Captured plan of Wotje Atoll.

This sortie was completely reported on in July, 1942, and the results recorded in Photographic Intelligence Report No. 3 of the Intelligence Center, Pacific Ocean Areas, and the supplement thereto, (Encl. "A"). The purpose of the present report is simply the comparison of installations shown in photographs with the Pre-war Japanese Map, (Encl. "D").

These pictures show definitely that all of the defensive installations at least, shown on Encl. "B" and "C", were constructed by January 31, 1942. None of the positions on the southern end of the island showed definite evidence of construction in progress. The central revetment of the southern DP battery, however, has not been camouflaged by sod as have the other two, and is unoccupied, two facts which might indicate recent completion. The single revetment further south along the same section of coastline is also unsodded and empty, but this is a position not shown on the 1940 defense map. On the northern end of the island, photography is not clear enough to show whether or not construction is in progress, though all of the positions appear to be completed.

Several gun positions (notably the northern three gun dual-purpose battery) are in slightly different locations from those shown on the map, thus confirming the supposition that the map shows proposed positions, but the battery arrangements and building dispositions are sufficiently similar to permit checking the map. In addition, there are several gun positions visible on the photos but not shown on the maps.

For structures other than guns, the map agrees closely with the photographs in all areas where photographs are of sufficiently good quality to permit checking. The road network is more complete than that shown on the map, and airfield taxiways have been extended further south than the map indicates.

The following table shows the comparison in detail:

TABULAR COMPARISON OF MAP AND PHOTOGRAPHS

<u>NO</u>	<u>SHOWN ON MAP</u>	<u>PHOTO CONFIRMATION</u>
1.	Northern 3 gun DP Battery with adjacent power plant, munitions storage and barracks area designated on Map by letter "A".	Battery confirmed. Appears complete. Adjacent buildings are located in positions with respect to the battery as shown on the map, but photos are not clear enough to confirm their function. The whole battery position is slightly further south than shown on the map.
2.	Southern 3 gun DP Battery with adjacent power plant, munitions storage and barracks area, designated on map by letter "B".	Battery confirmed. All three positions appear complete, two are camouflaged with sod and occupied. The third is empty and unsodded. Battery C.F. and ammunition storage structures are complete and as shown. It is impossible to confirm Barracks area and power plant due to angle of the photographs.
2a.	Not shown.	A single 25' diameter revetment, empty, appears south of Battery B. This later became a C.D. gun.
3.	Blockhouses.	Confirmed.
4.	Minor gun positions, two on north end of island, two on south end.	At least two confirmed on south end of island. There are probably more along trench network. Two confirmed on north end.
5.	Listening "CP".	Small position of some sort.
6.	Radio transmitter station.	Confirmed.
7.	Heavy oil storage	Heavy earth revetment, probably around underground tank.
8.	Power plant near oil storage	There are buildings in this location. Function unconfirmed.
9.	Jetty.	Confirmed.

<u>NO.</u>	<u>SHOWN ON MAP</u>	<u>PHOTO CONFIRMATION</u>
10.	Seaplane ramp.	Confirmed.
11.	Northern fuel storage.	Area cleared of brush. Two tower-like structures above ground. No definite confirmation.
12.	Airfield.	Confirmed.
13.	Road network.	All roads shown on map, including those shown in dashed lines, are in existence. Several additional roads not shown on map.

/s/ C. G. Coleman.

C. G. COLEMAN.

(W-M-001)
CONFIDENTIAL

February 9, 1942.

PHOTOGRAPHIC INTELLIGENCE REPORT NO. 3
SORTIE NO. PH-5

SMALL SCALE OBLIQUES, 9 $\frac{1}{2}$ " lens from medium altitude, taken of WOTJE ATOLL during attack of February 1, 1942, by airplane from U.S.S. NORTHAMPTON.

MAP: H. O. Chart No. 5428.

SUMMARY - WOTJE ATOLL. (MARSHALL ISLANDS) partial coverage.

^W
WOTJE ISLAND proper contains a well developed air station for seaplanes and large land-based bombers. However, no aircraft are visible at time of photography. Dispersion of shipping under attack is observed, with sinking of one sizable vessel and damage of another probable. Several fires and two bomb explosions are seen on WOTJE ISLAND, but only a limited damage assessment can be done with these photographs. Of the several other portions of WOTJE ATOLL photographed, only ORMED ISLAND shows any evidence of activity

SHIPPING

PHOTO NO.

Three freighter-type ships, one nearly 400', one about 350', and one about 300', together with probably five small vessels, are seen on a distant oblique underway toward the shore of WOTJE ISLAND a mile or more to the east, except for the 350' vessel, which is headed west. A bomb or shell splash is observed as a near miss alongside the 350' vessel.

C-1, C-2,
C-4, C-12,
C-13, C-14,
C-18, C-19,
C-23, C-24

A subsequent photograph shows the 300' vessel, which is white, as closer to shore, down at the stern, and listing to port, with dark gray smoke rolling over the superstructure from the bridge aft. Considerable smoke and cloud cover in most of these pictures preclude further conclusions as to shipping.

WOTJE ISLAND - Landing Field

The landing field has two surfaced runways, 300' in width, bisecting each other at right angles, with circular turning areas at the ends. One runs NE-SW, 3,900'; the other is NW-SE, 5,700'. Between the NW and SW turn-arounds is a large concrete warming-up area, connected to those two turn-arounds by taxi tracks.

Adjacent to the east edge of the concrete is a trench, thought to be a ready magazine. Two, possibly three, large hangars and two large shop-type buildings, together with numerous smaller structures, are grouped to the west of the warming-up area.

C-23, C-12,
C-14,
C-14A,
C-15, C-16,
C-17, C-18,
C-19, C-20, C-2
C-24.
C-23.
C-24.

Enclosure A to P.I. Special Report #S-1-46.

Doc. No. 6254

CONFIDENTIAL

February 9, 1942

PHOTOGRAPHIC INTELLIGENCE REPORT NO. 2

WOTJE ISLAND - Landing Field (Cont.)

PHOTO NO.

A broad taxi track runs from the NW turn-around SW to a large apron and seaplane ramp on the leeward beach. On the SE edge of this taxi track is a large hangar (150' wide by perhaps 300' long), suitable for the largest seaplanes.

C-14A,
C-15, C-16,
C-18, C-19,
C-20, C-22,
C-24.

South of the landing field is a considerable tree-screened area with a wide cleared approach, suggesting aircraft dispersal space. South of this is a clearing containing eighteen sizable buildings suitable for barracks and/or storerooms.

C-23

C-22

WOTJE ISLAND - Radio Station

Near the SW tip of the island is a large two-story building flanked by three tall radio towers. Nearby are a smaller building, two tanks of 60' diameter, and a protective embankment enclosing four tanks of about 10' diameter.

C-22

WOTJE ISLAND - Additional Facilities

On the leeward shore just SE of the seaplane ramp is a large pier. An equally long but narrower pier farther south is probably less useful due to shoaling water. At several points on both leeward and windward shores are small docks suitable for vessels of very light draught. Three bridges crossing three open channels between islets to the NW of WOTJE ISLAND lead to a small pier running into a moderately deep channel, which appears accessible from the leeward side by an indirect route. Along the beach near the SE tip of the island lies what appears to be a section of dredge pipeline on floats, but no dredge is visible.

C-20, C-24,
C-23, C-14,

C-22.

C-20

C-22

Near the landing field, on a road running NE from the NW turn-around, are two rather high tanks, probably water tanks. To the north of the intersection of the runways, and well away from the landing field, are two two-story buildings on either side of the belt road, one medium and one quite large - purpose unknown.

C-20

C-16

To the east of the radio station, between the road and the beach, is a raised circular structure some 70' in diameter, from which extends a small structure bridging over the road. Two objects on top of the circular structure might be vehicles, and four or five other objects on the beach nearby probably are vehicles. Nearby, to the NW, are three towers, two of which have crow's nests large enough to contain AA machine

C-22

February 9, 1942

PHOTOGRAPHIC INTELLIGENCE REPORT NO. 3

guns, presence of which is further suggested by the general layout. Close by is a group of small buildings. It has not been possible to determine the significance of this area from these photographs. PHOTO NO.

On the SW point of the island, the presence of two or more well camouflaged objects, possibly fuel tanks, is indicated.

A belt road runs close to the perimeter of the island. This, plus side roads, affords access to all the installations mentioned above.

WOTJE ISLAND - Defenses

On the windward beach, about a mile from the SW point of the island, are a battery of three guns, probably 5" or 6", a semi-underground magazine, and a number of small buildings. Between these guns and the beach is a fire trench of a wavy trace, supported by MG emplacements, and extending, with occasional breaks, SW along the beach almost to the point, and NW to the landing field.

A cut up area on the windward beach north of the landing field is probably a battery, but photography of this part of the island is not good enough for adequate interpretation.

C-16
C-17,
C-14A,
C-20.

WOTJE ISLAND - Damage Assessment

Two bursts are seen over the probable ready magazine and nearby small structures on the east edge of the warming-up area. Smoke is emitting from one of the large hangers at the SW corner of the warming-up area.

C-20,
C-23,
C-19,
C-15.

In the area of the seaplane ramp and apron, four columns of dense black smoke, one having a huge white flame at the base, indicate hits on underground fuel storage.

C-20,
C-15,
C-19,
C-18.

In the NE wooded section inland from the battery is a large column of smoke with intense base flame, the volume of smoke being observed to diminish rapidly in succeeding photographs. A hit on a powder magazine is suggested.

C-16,
C-17,
C-18,
C-19,
C-14A,
C-24, C-15.

A fire near the central east shore line is seen to rise from a group of fuel tanks comprising an area approximately 180' square, the one tank which is measurable being about 60' in diameter. A constant increase in smoke volume indicates that this entire storage has probably been destroyed.

Doc. No. 6254

CONFIDENTIAL

February 9, 1942.

PERIODIC INTELLIGENCE REPORT NO. 3

ORMED ISLAND:

PHOTO NO.

A road is visible for two or three miles from the north and near the south beach. A number of very small buildings are located along or near this road, and several others may be seen in small clearings on other parts of the island. There is nothing visible of sufficient size to suggest military installations, but a moderate degree of camouflage would suffice to make such features indistinguishable on these distant obliques. A 40' boat seen near the south shore is moving.

EGMEDIO ISLAND:

Nothing to report. The scale of these photographs is too small for interpretation.

C-1, C-2,
C-3.

ENE CHERUTAKKU ISLAND:

Same as above.

C-2, C-4.

HEICHEN ISLAND, IWE GROUP, & N.E. TIP OF WETOWERAKKU IS.

Same as above.

C-5, C-6,
C-7.

- 4 - (Final page)

Enclosure (A) to Photo Officer, Airbatfor, Ltr. to Comairbatfor,
Conf. Serial (L-02) of Feb. 9, 1942.

PHOTOGRAPHIC RECONNAISSANCE & INTERPRETATION SECTION

F44-3/EG60Gpe
Serial 011

INTELLIGENCE CENTER, PACIFIC OCEAN AREAS

CONFIDENTIAL

July 7, 1942.

SUPPLEMENT TO PHOTOGRAPHIC INTELLIGENCE REPORT NO. 3SORTIE: No. PH-5

LOCALITY: WOTJE ATOLL (MARSHALL ISLANDS) Lat. 9° 28' N.- Long. 170° 15' E.
Date taken: January 31, 1942.
Mean Time of photography: GMT 2130.
Camera Focal Length: 9½".
Altitude: 500-1500 feet.
Contact Scale: Not known.
Map Reference: H. O. Chart No. 5428.
Quality: Poor obliques.
Last Cover: None.

SUMMARY: (WOTJE ISLAND)

In addition to features noted in Rpt. No. 3, the following details were observed: One plane, additional gun emplacements, and building on various parts of the island.

AIRCRAFT:

Photo
Reference
Numbers
C-22

One unidentified plane is seen at the center of the south edge of the landing field.

DEFENSES:

Additional gun emplacements are seen at the following locations:
1 emplacement at the NW tip of the island; 2 probable emplacements C-20
on the beach NE of the NW turn around; 2 emplacements in the NE C-20
section of the island just west of the belt road; 2 emplacements
(probable machine gun) south of the five-inch gun emplacements on
the windward beach. C-22

A line of barbed wire is observed along the beach at the SW tip C-22
of the island.

BUILDINGS AND OTHER FACILITIES:

In the NW corner of the island are nine well-camouflaged buildings of approximately the same size, arranged on either side of the road running through the wooded area. Also in this area, near the east edge of the woods, is another small building. C-15

Adjacent to the main hangar at the seaplane base are two large buildings, probably shops or storage, and nine small buildings. C-23

CONFIDENTIAL

July 7, 1942

SUPPLEMENT TO PHOTOGRAPHIC INTELLIGENCE REPORT NO. 3

BUILDINGS AND OTHER FACILITIES (Cont)

Photo
Reference
Numbers
C-24

A small flat building, topped by a tower, west of the apron and in line with the hangers at the airfield, is probably the operations building and the control tower.

In the wooded area in the north section of the island are one large and seven small buildings, scattered on either side of the main road. The large building is at the junction of this road and the road running west to the landing field. C-22

In the wooded (dissected) area south of the field are five buildings in addition to the eighteen previously reported. West of these, near the beach, is a large square building and two small buildings. C-23

East of the NW-SE runway, in the center of the field, is a network of light rectangles, which may possibly be servicing areas. C-23

On the third islet NW of WOTUE is located a pier-like projection, which extends from the northern shore less than half the distance across the channel. This structure may be either a bridge-head under construction, or possibly a submarine fueling dock, as a fuel tank and several buildings are seen on the islet. C-20

Doc. No. 6254 B

COPY

INTERNATIONAL MILITARY TRIBUNAL FOR THE FAR EAST

CITY OF WASHINGTON)
DISTRICT OF COLUMBIA) SS C E R T I F I C A T E
UNITED STATES OF AMERICA)

I, Charles G. Coleman, Jr., former Lieutenant, U. S. N. R., upon oath, make the following statement:

1. I am Research Analyst, Photo Intelligence Center, United States Navy Receiving Station, Washington, D. C. Residence address is 2505 Burns S. E., Washington, D. C.

2. My official duties include the preparation of photo intelligence reports. I have been engaged in this work since 1942 when I graduated from the Naval Photographic Intelligence School, Naval Air Station, Anacostia, D. C. I served in amphibious forces and groups in the North African, Sicilian, and Normandy Invasions and in planning for landings in Kyushu, Japan. My duties were principally the study of aerial photographs and the interpretation of coastal terrain and military and naval installations. I was head of amphibious Photo Intelligence Units in the Sicilian and Normandy landings, and in the Kyushu operations.

3. I have examined the Japanese installation map of Wotje Island, JICPOA Item #5486, Navy Doc. No. 41, and I have compared with the map the aerial photograph of the same area as that presented by the map. I have reported the results of this comparison in Photographic Intelligence Center Special Report No. S-1-46. I have indicated on the aerial oblique photographs, marked Enclosures (b) and (c) to Photographic Intelligence Center Special Report No. S-1-46, in red ink the principal installations visible.

4. In Report S-2-46, I present the results of my examination of maps of the Islands indicated in that Report, including Wotje Island, and of my comparison of each of such maps with the United States Naval Photographic Intelligence Reports of the same areas for the dates indicated.

5. I hereby certify that the Reports as signed by me are true and accurate to the best of my knowledge and belief.

/s/ CHARLES G. COLEMAN, Jr.

Subscribed and sworn to before me this
25 day of July 1946.

/s/ JAMES J. ROBINSON

(Name
(Status indicating authority to administer
oaths)

CAPTAIN, USNR
Service No. 52953

Doc 6254B

杜東國際軍事裁判所

アメリカ合衆國

ワシントン市

證明書

一 米國豫備海軍中佐「スターリング・タッカー・ディッケル」

一 Sterling Tucker Dickell 一 宣誓ヲ行ヒテ上、次ノ陳述ヲ行フ

(一) 米海軍情報部出版課長トシテ、米公務ハ、タッカー・ディッケルニ、内々情報ノ收得、綴
込ミ、評價及配布ヲ行フモノニシテ、タッカー・ディッケルハ、情報ノ中ニ、寫真地圖及諸
種報告ヲ含ムモノトシ、米一九二二年ニ合衆國海軍兵學校ヲ卒業セルモノニ

シテ機械製圖ニ関スル課程ヲ完了セリ。戰時中、米ノ海軍情報
部出版課長トシテ、海軍情報部長「オース」ニ於テ行ハレタリ

(三) 米公務ヲ執行中海軍情報部第四号「JCSO」事項第五八
六号「ウォッシュ」(NOTICE)島ノ地圖及「ウォッシュ」島ノ寫真即チ寫
真情報本部特別報告書第一一四六号ニ對スル添附書(B)及(C)及報
告書第一一四六号ノ比較ニ基キ、諸報告ヲ研究シ、又因襲セル日本
根據地平面圖、航空寫真ニ撮影セル部分報告ト比較ト題目ニ

關シ、一九四六年「昭和二十一年」七月三日附ノ手紙ヲ用意シ、且署名
ナリ

(四) 米公務ヲ知ル者ノ範圍ニ於テ、又信カレ範圍ニ於テ、上記ノ手紙ニ記載
サレタル陳述及意見ハ、眞實ニシテ正確ナルコトヲ茲ニ證明ス

署名
一 Sterling Tucker Dickell

一九四六年「昭和二十一年」七月二十四日

No.1

6254B

一九四六年／昭和二十年／七月三日

Op 1-23-1-F-3ヨリ

Op 1-23-1-Y 子

Op 1-23-1-F 經由

標題 函獲ニル日本根據地平面圖航空寫真撮影ヤリタル部分ト報告ト比較

添附書類 (A) 函獲地圖資料目錄

(B) 為真情報本部特別報告書第5-1-1四六號

(C) 為真情報本部特別報告書第5-1-1四六號

(一) 添附書類 (A) 主題諸地域ニ對シ始メ航空寫真偵察ヲ行ヒニ日
開戰、ヨリ三十二日乃至三十一日、範圍ニ於テ經過時日ガ夫々異ナルコ
ト示セリ開戰ヨリ第一回、為真撮影ニミテ經過セル最短時間ハトシ
島場各ニミテ三十二日ナリ然レモ為真、食弱ニミテ平面圖中ニ參照セシ
アル重要諸地域、雲、爲、不明瞭ナリ。

(二) 函獲左島、開戰後五十三日ニミテ撮影ヤリタル、此、為真、平面圖中ニ
參照セタル諸施設、當時機能ヲ發揮シ居リト示ス(添附物(B)參照)
機械製固、實際ニミテ既ニ竣工セル施設、實線ヲ以テ示シ、計畫中、構造物、
虚線ヲ以テ示シ、習慣ナルコトニ注意セリタシコガ為真、發電所、通信所、指揮
所、木造兵舎、一九四〇年／昭和十五年、八月十日即チ平面圖ニ記入セル日、
既ニ完成ニ居リタルモノナリ。

(三) 添附書類 (B) 函獲書類 JICPOD 五回六号ニ示シタル計畫構造
物ガ第一回、為真撮影、際、完成ニ居リタル事ヲ示ス。

(四) 添附物 (C) 戰前計畫ヤリタル五十三、施設中四十一ガ戰時中ニ撮影
セル為真ヨリ確認セリタルモノナル事ヲ示ス

エヌ・イー・ブイ・エル / S. T. D. 16

NO. 3

No. 2

Doc 6254 B

私面前三於之署名之且 宣接之

氏名 (署名) 宣接之 (D.D. 12)

| James. J. Robinson |

(宣接之之權限之地位)

美國海軍大佐職籍者于立二八五三番

6254B

元四六年／昭和十二年／七月三日

Op 1231F 13ヨリ

Op 1231Y 27

Op 1231F 經由

標題 函獲ニル日本根據地平面圖 航空寫眞撮影セラル部分ト
報告ト比較

添附書類 (A) 函獲地圖資料目錄

(B) 爲眞情報本部特別報告書第5-1-1四六號

(C) 爲眞情報本部特別報告書第5-1-1四六號

(一) 添附書類 (A) 主題諸地域ニ對シ始メテ航空寫眞偵察ヲ行ヒシ日
ハ開戦ヨリ三十二日乃至三十一月、範圍ニ於テ經過時日が夫々異ナルコ
トヲ示セリ開戦ヨリ第一回爲眞撮影ニテ經過セル最短時間ハト云フ
島場各ニミテ三十二ヨリ然レモ爲眞之貧弱ニテ平面圖中ニ參照カシ
アル重要諸地域ニ云々爲メ不明瞭ナリ。

(二) 〆チエ島ハ開戦後五十三日ニミテ撮影セラル。此ハ爲眞之平面圖中ニ
參照カシル諸施設カ當時機能ヲ發揮シ居リシト示ス(添附物(B)參照)
機械製國定案ニ於テ既ニ竣セル施設(實線)ヲ以テ示シ計畫中構造物
点線ヲ以テ示シ習慣ナルコトニ注意アリタシコガ爲眞ハ發電所、迷信所、指揮
所及木造兵舎、一九四〇年／昭和十二年／八月十日即チ平面圖ニ記入セル日ハ
既ニ完成ニ居リタルモノナリ。

(三) 添附書類(B) 函獲書類 JICPOD 五四六六号ニ示ルニテ計畫構造
物ガ第一回爲眞撮影ニ際ニ完成ニ居リタル事ヲ示ス。

(四) 添附物 (C) 〆戦前計畫サシタル五十三施設中四十ガ戰時中ニ撮影
セル爲眞ヨリ確認サシタルモノナル事ヲ示ス

エス・イー・ブイ・エル / S. I. B. /

NO. 3

No. 4

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一九四五年 昭和二十年 二月三日 在 卯一三三三三三并元添附物 (A)

6254B

NO. 5

米國海軍爲真情報本部受信所

二二二五五

爲真謀報特別報告言(一)之六號

地域「ミッドウェー環礁」(ミッドウェー群島 Marshall)

北緯九度二八分東經一七〇度二五分

日本軍戰前位置、現在、諸施設、比較

照合 (a) 一九四二年／昭和十七年／一月二十一日附、巡洋艦爲真

振勢出動PH之號

添附物 (A) 艦隊司令部麾下航空戰闘部隊、米國太平洋艦隊

爲真謀報報告言第三號及補遺

(B) 島、南端、註解附斜爲真

(C) 島、中央部、註解附斜爲真

(D) 島、東部、註解附斜爲真、平面圖、

一九四二年／昭和十七年／七月三完全報告言(一)之結果

(太平洋領域情報本部爲真情報報告言第三號及、

補遺(添附物A)、中、記録アリ。本報告目的、(軍、

爲真中、示サレテ諸施設ヲ戰前、日本側、地圖(添附

物B)ト比較スルニ過キテ

何等爲真、少ク添附物B及C示サレテ防禦施設

ガ悉ク一九四二年／昭和十七年／一月二十一日ニ建設スル

タルミナリ、明確ニ示スモノナリ。島、南端ニ於テ陸地ニ

(何モ場所)於テ建設工事、進行ヤルコトヲ確信示

ス證據アリ。然レモ南方、DP、堡壘、中央部、掩体、他

ニ箇所ガ迷彩ザラシメ正何、又コレニ支ミテ迷彩ナリ

6254B

居ラズ又兵員配置トシコノ事々實ヨリ判断スルコト最近完成
ルモノナラハト示ス。同地圖海岸線ニ沿ヒ更ニ南方ニ位置スル岸
獨掩体モ亦之ニ應ジテ空虚ナリ。然レトモコノ一九四〇年ノ昭和
十五年ノ防禦地圖ニ示サレタル陣地ナリ。島ノ北端ニ於テ各
陣地ノ何モ完成セル如ク見エトモ爲眞不明ニシテ工事ヲ進
行中ナルモノナラハ否ヤ明クニ數個所ノ砲兵陣地（特に北部ノ
水平高射ノ所用ニ堡壘）地圖ニ示サレタル位置ヨリ少々異
ナル所アリ。コノ地圖豫定ノ陣地ヲ示ストノ推定ヲ確證スルモナ
然レトモ堡壘措置及建築物ノ配置ノ地圖ヲ照査スルニ十分
ナル程ノコト近キモノナリ。尚爲眞ニ數個所ノ砲兵陣地見ユ
ドモ地圖ニ記入サナラズ。

砲以外ノ構造物ニ對シハ爲眞が照査スルニ足ラズニ良
ク撮影ガ行ハレタリ。於テハ、バテ地域ニ於テ地圖ノ爲眞ト完全
ニ一致ス。道路網ノ地圖ニ示サレタルモノヨリ完全ナリ。飛行場誘
導滑走路ノ地圖ニ示サレタルモノヨリ南方ニ延ビ居リ。

次ノ表ハ比較ヲ詳細ニ示スモノナリ。

地圖ト爲眞トノ比較表

番號
(一)

地圖ニ示サレタルモノ

爲眞ニ確證セルモノ

北部ノ水平高射

堡壘確認完成シ居ル如ク見ユ

所用砲群及隣接セル發

隣接建築物ノ地圖ニ示ス如ク砲

庫所軍需品倉庫及兵

群ニ對應セル位置ニ在リ然レトモ

倉區域ノ地圖ニ示サレ

爲眞不明瞭ニシテ其機能ヲ確

セナリ

認得ス。全堡壘位置具地圖示

サレタリ少々南方ナリ。

No. 6

- (一) 南部、三商用地群、各隣接して
發電所、軍需品倉庫、及兵舎
已域、地圖に文字で示す
- (二) 示す
- (三) 木連米倉
- (四) 小徑、砲陣地二箇所、
島北端二箇所、南端二箇所
- (五) 聴音指揮所
- (六) 無線送信所
- (七) 重油貯蔵所
- (八) 重油貯蔵所附近、
發電所
- (九) 棧橋
- (十) 水二機用傾斜道
- (十一) 北部燃料貯蔵所

保壘、確認三陣地、凡そ完成居
ル如、見、其中二箇所、芝ヲ以テ
送彩ヲ施シ、兵員配置ナリ也、
一、三座ニシテ芝ニ蔽ハテ指揮
所、及彈藥倉庫、主物、完成シ
爲、其ニサトル如、爲、其撮影ヲ
行ヒ、自度、兵舎區域、及
電所ヲ確認、正ト能ハス
直徑二五呎、單獨、掩体、三座ニ
テ、保壘、南、見、之後、海岸
防禦、ナリ。
確認、ナリ。
島、南端、二箇所、二箇所、確
認、電線網、沿テ、向、多数、
テ、如、北端、二箇所、確認、
或、北端、小規模、陣地
確認、ナリ。
恐、地下、油槽、周圍、二箇所、
ト、重主、掩体、
二箇所、建物、機能、不明
確認、ナリ。
確認、ナリ。
二、地、已、分、子、ニ、三、掩体、
地上、三、塔、如、き、構造、物、二、基、ナリ、道
確、ル、確認、得、ス。

NO. 8.

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(三) 飛行場
(三) 道路網

署名

確認済み
地図に示す道路は点線以下に示
され、ミッドウェイ全部存在、其他
航空道路はミッドウェイ地図に示

イ. コーリーマン (C. G. Coleman)

6254B

米國太平洋艦隊司令官／摩下／
航空戰闘部隊行政部／

W.M. (秘)

一九四二年／昭和十七年／九月九日

為真謀報報告書第三號
出撃第卅一號

米國軍艦「ノースハンプトン」(Northampton) 搭載飛行機一九四二年／昭和十七年／九月九日「ワグ」(Wag) 攻撃モル除九時半「ワグ」用二中高度より斜撃「ワグ」小規模為真地圖一水路部海圖第五四二八號概要「ワグ」環礁「ワグ」アール群島

部分為真

「ワグ」本島「ワグ」完備セル水上機及大規模陸上爆撃用發着所。然トモ為真撮影隊「ワグ」飛行機「ワグ」全然見エ攻撃ヲ受タルタ船舶ヲ分散シ相当大至船「ワグ」沈没シ他「ワグ」損害ヲ受タルト認メラルモ「ワグ」島「ワグ」数所「ワグ」火災ガ起リ「ワグ」爆弾「ワグ」破裂セル見ルモ「ワグ」等「ワグ」為真「ワグ」輕微「ワグ」損害ヲ認定得ル「ワグ」「ワグ」「ワグ」他「ワグ」數所「ワグ」撮影セルモ「ワグ」島「ワグ」活動跡ヲ未ダ見ル。

船舶

為真番號

夏三貨物船型、船隻「ワグ」隻約「ワグ」隻
「ワグ」他「ワグ」隻「ワグ」船舶「ワグ」共
「ワグ」島「ワグ」海軍「ワグ」向「ワグ」斜
「ワグ」又「ワグ」以上離セル所「ワグ」見「ワグ」五
「ワグ」船「ワグ」西岸「ワグ」爆弾「ワグ」砲彈
炸裂「ワグ」右「ワグ」船「ワグ」舷側「ワグ」有
取セル。

次「ワグ」為真「ワグ」海軍「ワグ」近「ワグ」次

NO.9

船、艦ハ沈ミ左舷ニ傾キ後船橋ヨリ
上構部分一面ニ黒煙渦ゲルヲ示ス。コ
レ等ノ爲眞ノ大多數モハ煙及雲ニ
非度ヲ蔽ハレテ居ルタメニ船舶ニ關シ
アコレ以上結論ヲ與フルコトヲ得ズ。
ウチダシノ島ノ着陸場

着陸場ハ二條ノ滑走路アリ、幅
三〇〇呎ニシテ互ニ直角ニ交リ、端
ノ所ニ圓形旋回場アリ、一八米
北ヨリ西南ニ向ヒテ長サ三九〇〇呎
他ハ西^北東^南ニ向ヒ長サ五七〇〇
呎ナリ。西北及西南ノ旋回場間
ニハ廣大ナル「コンクリート」製ノ準
備滑走地域アリテ滑走軌道ニヨ
リテコレ等ノ兩旋回場ニ連結セラル。
「コンクリート」部ノ東端ニ隣接シテ
軟壕一個所アリ、コレハ急降ラヘノ兵器庫
ト思ハル。準備滑走區域ノ西方ハ二個
或ハ三個ノ大格納庫及工場型ノ大建造物ニ
棟外ニ小建物多ク教アリ。

寫眞情報本部報告書第S-1146
掃^二對^一添^二附^一物A
廣キ滑走軌道ハ西北、旋回場西南
ヨリ風下ノ海岸ニアル大ニ飛行機置場及
水上機用傾斜道ニ達ス。コノ準備
滑走路ノ東南端ハ最大ノ水上機
ニ通スル大格納庫(恐ラク幅一五〇呎

C-13, C-12
C-14
C-14A
C-15, C-16,
C-17, C-18
C-19, C-20, C-21
C-22
C-23
C-24

C-14A
C-15, C-16
C-18, C-19
C-20, C-21
C-22

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長十三。吹上風（北）下。

着陸場、南へ廣大に樹木を栽、

〇一三

北地域ニ下、ノ、中ニ切開キタル

〇一三

廣き場所アリ、其ノ就座機、分散シ

場所ト思ハレ、此、南ニ亦切開キ

北場所アリ、其處ニ兵舎、又倉庫

通る相當ナル建物十八棟アリ。

「オニエ」島、WOTJE 島、無線局

島西南端、近クニ階建、大建案

〇一三

物アリ、三本、高キ無線塔ニ接、附近

小建築物、真徑六。呎、石槽二個、直

徑約一。呎、油槽四個、圍ニ防禦用

盛上リ。

「オニエ」島、其、他、施設

水上機用傾斜道、具東南、風下海

〇一〇、〇一二

岸ニ大橋アリ。ノ、南方ニ同、長キ

但、幅、キ、狭キ橋下、ノ、此、恐

〇一三、〇一四

ク打寄ス、波浪、ノ、使用、適セ

サルギ、風下及風上、海岸、何レ

〇一三

ニ數箇所、吃水、極キ浅キ船ニ

通ル小船運来アリ。小島ト、オニエ

〇一〇

「WOTJE」島、西北部、間、三本、運

河、跨ル、橋、相當、深キ運河ニ

掛ケタル橋、通テ、此、橋、ハ

風下、海岸、ハ、遠、道、ニヨリ

No. 11

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No 12

行カルルニ、如シ。島、東南端附近、海
岸ニ沿テ、浮船渠ニ上セタル浮揚機
用輸送管、断面ヲシキテ、下レトモ、浮
揚機ハ見エズ。

〇一三

着陸場、附近、東北、旋回場ト西北、

旋回場ヲ連ル道路トニ相当高キ

〇一〇

アリ二個アリ。コハ、恐ラ、水槽ナリ。

滑走路、又又、北方、着陸場ヨリ

〇一六

相当離レル所ニ、道路、両側ニ二

棟、二階建、建物アリ。一、中位他ハ

極テ大ニ建物ナレトモ用途不明ナリ。

無線局、東方、道路ト海岸、間

ニ、真徑約七〇呎、浮上タル円形構造物

〇一三

アリ。コレヨリ立橋ヨリ道路ヲ越エ小構

造物連ガリ。円形構造物、頂上ニ

テ、物体ハ、自動車ナリ。コ、近ク、海

岸ナル他、四、五、物体ハ、恐ラ、自動

車ナリ。コ、近ク、西方ニ三基、塔アリ。

其、中二基ハ高射機関銃ヲ含ル

不サ、鴉、巢アリ。高射機関銃アリ

ルトハ尚一般、配置ニヨリ推察セウ

ル。之ニ接近シテ一群、小建築物アリ。

ニ等、寫真ヨリハ、コ、地域ノ重要性ヲ決

定スルコト能ハサリキ。

島、西南方、地、莫ニ二個又ハ、ソレ以上

ノヨク迷彩、施サレタル物体アリ。之ハ、恐

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No. 13

燃料ヲニクシテ

島周近近ニ據ル道路統

ニト横道ニ依リ上近、諸施設

行クコトヲ得

ワオナエ-WOTIE 島—防禦

島、西南地長キ、約一哩、風上、海

岸ニ砲三門ニ成ル一堡壘アリキ、

砲ハ五吋又ハ六吋ニシテ又半地下、火藥庫

及多數、小建築物アリ、コレ等、砲

ト海岸、間ニハ波狀、射撃ニ好適

アリ、コレ六機銃、砲床ヲ配置セム処々

現ニテ居ル所ニテ、西南ニ海岸ニ沿

テテ、先端ニテ達ニ西北ニ墜場

ニ達ニ居ル

看

墜場北テ、風上、海岸、四圍カ

レタル場所、一堡壘ヲ見エドモ島々

部分、島々長キテテ、適當ナ

解釋ヲ下メ得

ワオナエ-WOTIE 島—損害、査定

準備滑走区域、東端ニテ、恐クテ完

成セリト思ハル火藥庫及ツ、附近ニ

ル小建築物ニ個、爆彈、炸裂セル

ヲ見テ準備滑走区域、西南隅ニテ

格納庫、一テ、煙ヲ噴出スアリ

水上機用傾斜道及飛行機置場、區域

ニ四本、濃キ黒煙ニテ、中

シ一六

シ一七

シ一四

シ一〇

シ一二

シ一三

シ一九

シ一五

シ一〇

シ一五

6254B

No 14

一本ノ下部ニ大ニ白煙アリニテ以テ、
 コノ地下ノ燃料貯藏所ニ命中セシ
 ヲナホス。

C-1 元
 C-1 元

堡壘ヨリ島ノ西方東北方、無煙
 地帯ニ地面ニ強キ煙ヲ有スニテ煙柱
 アリ、コノ煙ノ量ハ次ノ教収、高島ニ
 急ニ減少シ居リ。コノ火藥庫ニ命中
 セシト思ハル。

C-1 元
 C-1 元
 C-1 元
 C-1 元
 C-1 元

中部東海岸線附近、火ノ約
 一ノ平方呎、地域ヲ占ム一群ノ燃料貯藏
 ヲリナリ居ルガヲ見ユ。ソノ中
 一基ノ、コノ島ノ真徑ニ。吹ト出テ居ル。
 煙ノ量ハ絶テ増ハシ居ルヲ以テ、
 恐ラフヲ、貯藏所ガ全部破壊セラ
 レルコトヲホス。

C-1 四 A
 C-1 四 C-1 五

「オーム」- ORMED - 島

南海岸ニ平行シテ面ナリ、近ニ
 三哩乃至三哩、道路アリ。コノ道路
 ニ沿ヒテ又ハソノ近ニ多ク小建
 築物アリ。又島ノ他ノ部分、小
 空地。教軒、小建築物アリ。コ
 ノ軍事施設ト判断シ得ル程、大
 キナリ有スルモ、何モ見エザレドモ、
 相當ニ迷彩ヲ施シアルヲ以テ、コ
 ノ等ヲ遠方ヨリ、斜ニ見ルトキハ斯ク
 、如キ特徴ヲ判別シ能ハシムルニ甚ナ

C-1 九
 C-1 二

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No. 15

1/ 南海岸附近河口。吹、不、上、下、

動イテ居ルが見ユ。

「エグメディオ」島

報告スベキモノナシ。コノ島、高、真、ナ、

度、余リ、一、二、三、ナ、ナ、ナ、ナ、ナ、ナ、

「エネチェルタク」島

石ニ同シ

「ヘイチェン」島 ~~「IWE」島~~

「ウェストウエラクル」島、米

端

石ニ同シ

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0-1 0-2

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0-4 0-5

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太平洋領威情報本部

寫真偵察解説課

F44-2/00600pa

Serial 011.

一九四二年／昭和十七年／七月七日

(秘)

寫真偵察報告書第三號 浦定

出撃 附一五號

地域：「ウツグエ環礁」／WOTJE ATOLL／(P-15) MARSHALL

群島：北緯九度二八分 東經一〇度五十分

資料收得 — 一九四二年／昭和十七年／七月二十一日

撮影時、平均 — フリニケ標準時 二二時二十分

寫真機、焦長距離 — 九.五吋

高度 — 五〇〇乃至一五〇〇呎

密着高度 — 不明

参考地圖 — 水路部海圖 第五四二八號

性質 — 少々斜々

最後「カベ」 — 不明

概要 (ウツグエ環礁) (P-15 島)

報告書第三號記載の特徵外、詳細事項得たり

即ち飛行機一機、尚他、砲床及島、敷々所、散在セル建物

航空機

参照寫真番號

着陸場、南端、中央機種不明、飛行

〇一三

機一機見

防衛物

次、諸地、長、尚砲床、下、見、即ち

No. 16

6254B

島，西北端，一個所西北旋回場，

C-1-0

東北海岸，多分二個所 島，東北

C-1-0

部，帶狀道路，東西二個所 風

上，海岸，五河現床，南二個

C-1-3

所（多分機關航）

島，西南端，海岸，沿之

C-1-3

有刺線鐵條見

建物其他，施設

島，西北隅，略同大，多迷彩

施，建物九棟あり，森林地帯

C-1-5

通道路，兩側，在り，又，地區

於，森林，東端附近，尚小建築物

一棟あり

飛行場，主格納庫，連接し

C-1-3

大建築物二棟あり，又，二陽食

倉庫，又，小建築物九棟

あり

出梁，油，飛行場，格納庫，一棟あり

又，位置，平安，又，塔，突，小

C-1-20

建物一棟あり，又，現，作戦室，上

管制塔あり

島，北部地區，森林區域，大建

築物一棟，小建築物二棟あり，帶狀道

C-1-2

路，兩側，散在，比大建築物，又，道

1/21/19

6254B

No. 18

路ト上陸陽、西方ニ走ル道路ト交叉

矣、所ニ在リ。

陽、南、森林（分散用）地域ニ

前ニ報告セル十八棟、外ニ五棟、建物

〇一三

アリ。こゝより西、海岸、近クニ正方板、

大建築物及ニ棟、小建築物アリ。

西北—東南滑走路、東、陽、

〇一三

中央、矩板、輕建造物、一群アリ、

此等補給施設、一劃ヲ示ス、ナリ。

字ニ在リ—〇一五、西北、第ニ小

〇一〇

島、大橋、に突出部アリ、こゝに

北岸ヨリ運河ヲ横切リ距離、半分

以下、所ニ在リ、此小島ニ、燃

料、及散個、建物ヲ見ガレ、

以テ右構造物ハ、築造中、橋頭堡ニカ

又潜水艦給油船渠ニカ、何カナリ。

經東國際軍事裁判所

アメリカ合衆國、
コロンビア地區、
ワシントン市、

388

證明書

cert- 6254B - 1

一 前米國豫備海軍大尉チャールズ・ジー・コールマン／シ
ユニア／／ Charles G. Coleman, Jr. ／
宣言ヲ行ヒタル上、次ノ如キ陳述ヲ行フ。

(一) 私ハ「ワシントン」市米國海軍受信所實際情報本
部ノ研究分析者ナリ。住所ノ宛先ハ「ワシントン」
市東區バーンズ二三〇五番地ナリ。

(二) 私ノ公務ハ實際情報報告室ノ準備ヲ行フニナリ。
私ハ一九四二年／昭和十七年／「コロンビア」地
區「アナコステイア」海軍航空隊海軍氣象情報學校卒
業以來コノ作業ニ従事ス。私ハ北亞弗利加「シシ
リア」及「ノルマンデー」公入ノ際ノ上陸部隊ニ
勤勞シ又日本・九州ノ上陸計畫ニ參加セリ。私ノ
仕事ハ主トシテ航空隊員ノ研究及海岸地方及陸海
軍施設ノ判讀ニ在リキ。私ハ「シシリア」及「ノ
ルマンデー」上陸ノ際及九州作戦ノ際ノ上陸實際
情報隊ノ主任ナリキ。

(三) 私ハ「ウオツヂエ」(WOTJE) 島ニ於ケル日本ノ
施設ヲ記入セル地圖 FICPOA 第五四八六号、海軍

cert- 6254B-2*

書類第四十一號ヲ調査シ、地圖ニヨツテ示サレタル地域ト同一場所ヲ撮影セル航空写真ヲコノ地圖ト比較セリ。私ハコノ比較ノ結果ヲ審査情報本部特別報告書第S-1-1四六號トシテ報告セリ。私ハ審査情報本部特別報告書第S-1-1四六號ニ對スル添附(5)及(6)ト印サレタル點爲シノ航空写真ニ主眼ナル施設ヲ赤「インキ」ヲ以テ示シ見易カラシメタリ。

(四) 報告書第S-1-1四六號ニハ、ソノ報告ニ記載セラレタル點處「ウオツデエ」(WOTJE)島ヲ含ムル地圖ヲ査閲セル結果ニ同地圖ノ一枚一枚ヲ記載サレタル日附ノ同地点ニ對スル米國海軍爲眞實情報報告ト比較セル結果ヲ提示セリ。

(五) 私ハ茲ニ、私ノ知ツテ居ル便圖ニ於テ又得ズル地圖ニ於テ私ノ發見セル報告ハ眞實ニシテ正確ナルコトヲ證明ス。

／署名／チャールズ・ジー・コールマン、ジュニア／

／Charles G. Coleman, Jr.／

一九四六年／第二十二年／七月二十五日

私ノ面前ニ於テ署名シ且宣誓セリ。

／署名／ジェームス・ジェイ・ロビンソン／

／JAMES J. ROBINSON／

(宣誓約ヲ行ハシムル權限ヲ示ス地位)

米國海軍海軍大臣、以證書號五二八五三番

U. S. NAVY PHOTOGRAPH G22

TOOTS ISLAND

クツヂ島

Legend

解説

For use With
U.S. Navy Photos G22 and G23,
31 Jan. 1942.
Japanese Blueprint Map,
10 Aug. 1940.

85 年 1 月 31 日撮影
米海軍写真 G22 及 G23
昭和十五年八月十日作成
日本海軍省海軍部

- | | |
|------------------------------|--------------------|
| 1. Airfield runway (3900') | 1. 飛行場滑走路 (3900 呎) |
| 2. Airfield runway (5700') | 2. 飛行場滑走路 (5700 呎) |
| 3. Hangar | 3. 格納庫 |
| 4. Shop buildings | 4. 商店建築物 |
| 5. Seaplane ramp | 5. 水上機斜路 |
| 6. Seaplane hangar | 6. 水上機格納庫 |
| 7. North 3-gun D.F. Battery | 7. 北方三連射砲台 (三門) |
| 8. South 3-gun D.F. Battery | 8. 南方三連射砲台 (三門) |
| 9. Power plant | 9. 發電所 |
| 10. Ammunition storage | 10. 彈庫 |
| 11. Command post | 11. 指揮所 |
| 12. Barracks area | 12. 兵舎地帯 |
| 13. Blockhouses | 13. 火藥 |
| 14. Oil storage | 14. 油庫 |
| 15. Trenches | 15. 塹壕 |
| 16. Pillboxes | 16. 小要塞 |
| 17. Machine guns | 17. 機關銃 |
| 18. Wire on beach | 18. 海岸鉄線網 |
| 19. Roads | 19. 道路 |
| 20. Radio transmitter bldgs. | 20. 送信所 |
| 21. Radio towers (3) | 21. 無線塔 (三) |
| 22. Pier | 22. 突堤 |
| 23. Apron | 23. 下着防橋 |
| 24. Buildings | 24. 建物 |





ENCLOSURE "B" TO
P.I.S.R. No. S-1-46

18

WO

ENCLOSURE
S-1-46

WOTJE ISLAND

SOUTH ELEV.

ENCLOSURE ON 1000 YD. SCALE
SOUTH ELEV. 1000 YD. SCALE

12538



INTERNATIONAL MILITARY TRIBUNAL FOR THE FAR EAST

CITY OF WASHINGTON)

DISTRICT OF COLUMBIA)

UNITED STATES OF AMERICA)

ES:

C E R T I F I C A T E

I, Sterling Tucker Dibrell, Commander, U.S.N.R., upon oath, make the following statement:

1. I am Head of Graphic Section, Office of Naval Intelligence, 7th Floor, Steuart Building, Washington, D. C. My residence address is 704 So. Lee Street, Alexandria, Virginia.

2. My official duties as Head of Graphic Section, Office of Naval Intelligence, include the procurement, filing, evaluation, and dissemination of graphic information including photographs, maps, and intelligence reports. I graduated from the United States Naval Academy in the Class of 1921, completing a course in mechanical drawing. During the war, my work has been as head of the Graphic Section, Office of Naval Intelligence, in the Office of the Chief of Naval Operations.

3. In the course of my official duties I have studied the reports based on a comparison of the map of Wotje Island, JICPOA Item No. 5486, Navy Doc. No. 41, and photographs of Wotje Island, Enclosures (B) and (C) to Photo Intelligence Center Special Report No. S-1-46, and Report 2-46, and I have prepared and signed the letter dated 3 July, 1946, on the subject: Captured Japanese Base Plans: comparison with aerial photographic coverage and reports.

4. I hereby certify that the statements and opinions contained in the foregoing letter are true and accurate to the best of my knowledge and belief.

/s/ STERLING TUCKER DIBRELL

Subscribed and sworn to before me this
24th day of July, 1946

James J. ROBINSON /s/
Name

(Status indicating authority to take oaths)

Captain USNR Ser. #52853

3 July 1946

From: Op-23-F-3.
To : Op-23-Y.
Via : Op-23-F.

Subject: Captured Japanese Base Plans; comparison with aerial photographic coverage and reports.

Encl: (A) List of Captured Map Material.
(B) P.I. Special Report No. S-1-46.
(C) P. I. Special Report No. S-2-46.

1. Enclosure (A) indicated that the elapsed time from beginning of hostilities to the first aerial photographic reconnaissance over subject areas varied from 32 days to 30 months. The shortest elapsed time (32 days) between beginning of hostilities and first photo cover was in the Truk Islands. However, the quality of photography was poor and clouds obscured areas of interest referred to in plans.

2. The Island of Fotje was photographed 53 days after hostilities began. This photography indicates that installations referred to in plans were operative at that time (See Enclosure (B)). Attention is invited to the fact that mechanical drawing practices usually indicate installations already constructed in solid lines, and planned construction in dotted lines. This being true, the power plant, transmitters, command post and block house were complete as of 10 August 1940, the date indicated in plans.

3. Enclosure (B) shows that planned construction indicated in captured document #JICPOA 5486 was completed at time of initial photo cover.

4. Enclosure (C) indicates that 41 out of 53 installations planned before the war were confirmed by war time photography.

S. T. Dibrell

CAPTURED MAP MATERIAL

<u>ITEM</u>	<u>NAME PLACE</u>	<u>JICPOA NUMBER</u>	<u>DATE OF PLAN</u>	<u>DATE OF FIRST COVER</u>	<u>ELAPSE OF TIME 7 Dec. 41 to:</u>
1.	Truk Islands				
	Dublon Island	5478	15 Apr. 1940		
	Eten Island	8396	Feb. 1940		
	Eten Island	6053	15 Apr. 1940	9 Jan. 1942	32 days
	Fefan Island	5476	15 Apr. 1940		
	Otta & For	5477	15 Apr. 1940	4 Feb. 1944	26 months
	Polle Island	5475	10 Oct. 1940	(US)	
	Tol Island	6054	12 Feb. 1940		
	Uman Island	7838	10 Aug. 1940		
2.	Wotje Island	5486	10 Aug. 1940	31 Jan. 1942	55 days
3.	Ponape Island				
	Jokaj Mt.	6055	10 Aug. 1940		
	Namu Sector	5483	10 Oct. 1940		
	Napoli Sector	5474	3 Sep. 1937	7 Feb. 1944	26 months
	Param Sector	8550	10 Oct. 1940		
	Tolenot Peak Sector	5484	15 Apr. 1940		
4.	Palau Islands				
	Koror Section	5481	10 Oct. 1937		
	Koror Sector	5807	Undated		
	Arumongui	6207	10 Oct. 1937	30 Mar. 1944	28 months
	Peleliu	5482	20 Aug. 1940		
	Peleliu	8270	Nov. 1940		
	Peleliu	6271	Nov. 1940		
5.	Fagan Island	8273	Nov. 1940	25 May 1944	30 months

ENCLOSURE (A) TO Op-23-F-3 MEMO OF 3 July 1945.

U. S. NAVAL PHOTOGRAPHIC INTELLIGENCE CENTER
RECEIVING STATION
Washington, 25, D. C.

PHOTOGRAPHIC INTELLIGENCE SPECIAL REPORT NO. S-1-46

LOCALITY : Wotje Atoll (Marshall Islands). Lat. 9° 28' N.- Long. 170° 15' E. Comparison of Japanese Pre-War places with actual installations.

REFERENCE : (a) Cruiser photographic sortie No. PH-5 dated 31 January 1942

ENCLOSURE : (A) Commander Aircraft Battle Force, US Pacific Fleet Photographic Intelligence report No. 3, and supplement.

(B) Annotated oblique photograph of Southern end of Island.

(C) Annotated oblique photograph of Central section of Island.

(D) Captured plan of Wotje Atoll.

This sortie was completely reported on in July, 1942, and the results recorded in Photographic Intelligence Report No. 3 of the Intelligence Center, Pacific Ocean Areas, and the supplement thereto, (Encl. "A"). The purpose of the present report is simply the comparison of installations shown in photographs with the Pre-war Japanese Map, (Encl. "D").

These pictures show definitely that all of the defensive installations at least, shown on Encl. "B" and "C", were constructed by January 31, 1942. None of the positions on the southern end of the island showed definite evidence of construction in progress. The central revetment of the southern DP battery, however, has not been camouflaged by sod as have the other two, and is unoccupied, two facts which might indicate recent completion. The single revetment further south along the same section of coastline is also unsodded and empty, but this is a position not shown on the 1940 defense map. On the northern end of the island, photography is not clear enough to show whether or not construction is in progress, though all of the positions appear to be completed.

Several gun positions (notably the northern three gun dual-purpose battery) are in slightly different locations from those shown on the map, thus confirming the supposition that the map shows proposed positions, but the battery arrangements and building dispositions are sufficiently similar to permit checking the map. In addition, there are several gun positions visible on the photos but not shown on the maps.

For structures other than guns, the map agrees closely with the photographs in all areas where photographs are of sufficiently good quality to permit checking. The road network is more complete than that shown on the map, and airfield taxiways have been extended further south than the map indicates.

The following table shows the comparison in detail:

TABULAR COMPARISON OF MAP AND PHOTOGRAPHS

<u>NO</u>	<u>SHOWN ON MAP</u>	<u>PHOTO CONFIRMATION</u>
1.	Northern 3 gun DP Battery with adjacent power plant, munitions storage and barracks area designated on Map by letter "A".	Battery confirmed. Appears complete. Adjacent buildings are located in positions with respect to the battery as shown on the map, but photos are not clear enough to confirm their function. The whole battery position is slightly further south than shown on the map.
2.	Southern 3 gun DP Battery with adjacent power plant, munitions storage and barracks area, designated on map by letter "B".	Battery confirmed. All three positions appear complete, two are camouflaged with sod and occupied. The third is empty and unsodded. Battery C.P. and ammunition storage structures are complete and as shown. It is impossible to confirm Barracks area and power plant due to angle of the photographs.
2a.	Not shown.	A single 25' diameter revetment, empty, appears south of Battery B. This later became a C.D. gun.
3.	Blockhouses.	Confirmed.
4.	Minor gun positions, two on north end of island, two on south end.	At least two confirmed on south end of island. There are probably more along trench network. Two confirmed on north end.
5.	Listening "CP".	Small position of some sort.
6.	Radio transmitter station.	Confirmed.
7.	Heavy oil storage	Heavy earth revetment, probably around underground tank.
8.	Power plant near oil storage	There are buildings in this location. Function unconfirmed.
9.	Jetty.	Confirmed.

<u>NO.</u>	<u>SHOWN ON MAP</u>	<u>PHOTO CONFIRMATION</u>
10.	Seaplane ramp.	Confirmed.
11.	Northern fuel storage.	Area cleared of brush. Two tower-like structures above ground. No definite confirmation.
12.	Airfield.	Confirmed.
13.	Road network.	All roads shown on map, including those shown in dashed lines, are in existence. Several additional roads not shown on map.

/s/ G. G. Coleman.

C. G. COLEMAN.

Doc. No. 6254
F44-3/RP37-7/Gpa

UNITED STATES PACIFIC FLEET
Commander Aircraft Battle Force
Administrative Office

Page 7.

(W-M-001)
CONFIDENTIAL

February 9, 1942.

PHOTOGRAPHIC INTELLIGENCE REPORT NO. 3
SORTIE NO. PH-5

SMALL SCALE OBLIQUES, 9 1/2" lens from medium altitude, taken of WOTJE ATOLL during attack of February 1, 1942, by airplane from U.S.S. NORTHAMPTON.

MAP: H. O. Chart No. 5428.

SUMMARY - WOTJE ATOLL, (MARSHALL ISLANDS) partial coverage.

WOTJE ISLAND proper contains a well developed air station for seaplanes and large land-based bombers. However, no aircraft are visible at time of photography. Dispersion of shipping under attack is observed, with sinking of one sizable vessel and damage of another probable. Several fires and two bomb explosions are seen on WOTJE ISLAND, but only a limited damage assessment can be done with these photographs. Of the several other portions of WOTJE ATOLL photographed, only ORMED ISLAND shows any evidence of activity

SHIPPING

PHOTO NO.

Three freighter-type ships, one nearly 400', one about 350', and one about 300', together with probably five small vessels, are seen on a distant oblique underway toward the shore of WOTJE ISLAND a mile or more to the east, except for the 350' vessel, which is headed west. A bomb or shell splash is observed as a near miss alongside the 350' vessel.

C-1, C-2,
C-4, C-12,
C-13, C-14,
C-18, C-19,
C-23, C-24

A subsequent photograph shows the 300' vessel, which is white, as closer to shore, down at the stern, and listing to port, with dark gray smoke rolling over the superstructure from the bridge aft. Considerable smoke and cloud cover in most of these pictures preclude further conclusions as to shipping.

WOTJE ISLAND - Landing Field

The landing field has two surfaced runways, 300' in width, bisecting each other at right angles, with circular turning areas at the ends. One runs NE-SW, 3,900'; the other is NW-SE, 5,700'. Between the NW and SW turn-arounds is a large concrete warming-up area, connected to those two turn-arounds by taxi tracks.

Adjacent to the east edge of the concrete is a trench, thought to be a muddy bog. Two, possibly three, large hangars and two large shop-type buildings, together with numerous smaller structures, are grouped to the west of the warming-up area.

C-23, C-12,
C-14,
C-14A,
C-15, C-16,
C-17, C-18,
C-19, C-20, C-21,
C-24.
C-23.
C-24.

Enclosure A to P.I. Special Report #S-1-46.

CONFIDENTIAL

February 9, 1943

SYNOPSIS OF INTELLIGENCE REPORT NO. 2WOTJE ISLAND - Landing Field (Cont.)PHOTO NO.

A broad taxi track runs from the NW turn-around SW to a large apron and seaplane ramp on the leeward beach. On the SE edge of this taxi track is a large hangar (150' wide by perhaps 300' long), suitable for the largest seaplanes.

C-14A,
C-15, C-16,
C-18, C-19,
C-20, C-23,
C-24.

South of the landing field is a considerable tree-screened area with a wide cleared approach, suggesting aircraft dispersal space. South of this is a clearing containing eighteen sizable buildings suitable for barracks and/or storerooms.

C-23

C-22

WOTJE ISLAND - Radio Station

Near the SW tip of the island is a large two-story building flanked by three tall radio towers. Nearby are a smaller building, two tanks of 60' diameter, and a protective embankment enclosing four tanks of about 10' diameter.

C-22

WOTJE ISLAND - Additional Facilities

On the leeward shore just SE of the seaplane ramp is a large pier. An equally long but narrower pier farther south is probably less useful due to shoaling water. At several points on both leeward and windward shores are small docks suitable for vessels of very light draught. Three bridges crossing three open channels between islets to the NW of WOTJE ISLAND lead to a small pier running into a moderately deep channel, which appears accessible from the leeward side by an indirect route. Along the beach near the SE tip of the island lies what appears to be a section of dredge pipeline on floats, but no dredge is visible.

C-20, C-24,
C-23, C-14,

C-22.

C-20

C-22

Near the landing field, on a road running NE from the NW turn-around, are two rather high tanks, probably water tanks. To the north of the intersection of the runways, and well away from the landing field, are two two-story buildings on either side of the belt road, one medium and one quite large - purpose unknown.

C-20

C-16

To the east of the radio station, between the road and the beach, is a raised circular structure some 70' in diameter, from which extends a small structure bridging over the road. Two objects on top of the circular structure might be vehicles, and four or five other objects on the beach nearby probably are vehicles. Nearby, to the NW, are three towers, two of which have crow's nests large enough to contain AA machine

C-22

CONFIDENTIAL

February 9, 1942

PHOTOGRAPHIC INTELLIGENCE REPORT NO. 3

guns, presence of which is further suggested by the general layout. Close by is a group of small buildings. It has not been possible to determine the significance of this area from these photographs. PHOTO NO.

On the SW point of the island, the presence of two or more well camouflaged objects, possibly fuel tanks, is indicated.

A belt road runs close to the perimeter of the island. This, plus side roads, affords access to all the installations mentioned above.

WOTJE ISLAND - Defenses

On the windward beach, about a mile from the SW point of the island, are a battery of three guns, probably 5" or 6", a semi-underground magazine, and a number of small buildings. Between these guns and the beach is a fire trench of a wavy trace, supported by MG emplacements, and extending, with occasional breaks, SW along the beach almost to the point, and NW to the landing field.

A cut up area on the windward beach north of the landing field is probably a battery, but photography of this part of the island is not good enough for adequate interpretation.

C-16
C-17,
C-14A,
C-20.

WOTJE ISLAND - Damage Assessment

Two bursts are seen over the probable ready magazine and nearby small structures on the east edge of the warming-up area. Smoke is emitting from one of the large hangers at the SW corner of the warming-up area.

C-20,
C-23,
C-19,
C-15.

In the area of the seaplane ramp and apron, four columns of dense black smoke, one having a huge white flame at the base, indicate hits on underground fuel storage.

C-20,
C-15,
C-19,
C-18.

In the NE wooded section inland from the battery is a large column of smoke with intense base flame, the volume of smoke being observed to diminish rapidly in succeeding photographs. A hit on a powder magazine is suggested.

C-16,
C-17,
C-18,
C-19,
C-14A,
C-24, C-15.

A fire near the central east shore line is seen to rise from a group of fuel tanks comprising an area approximately 180' square, the one tank which is measureable being about 60' in diameter. A constant increase in smoke volume indicates that this entire storage has probably been destroyed.

February 9, 1942.

PHOTOGRAPHIC INTELLIGENCE REPORT NO. 3
-----ORMED ISLAND:

PHOTO 10.

A road is visible for two or three miles parallel to and near the south beach. A number of very small buildings are located along or near this road, and several others may be seen in small clearings on other parts of the island. There is nothing visible of sufficient size to suggest military installations, but a moderate degree of camouflage would suffice to make such features indistinguishable on those distant obliques. A 40' boat seen near the south shore is moving.

C-9.
C-11.ECMEDIO ISLAND:

Nothing to report. The scale of these photographs is too small for interpretation.

C-1, C-2,
C-3.ENE CHERUTAKKU ISLAND:

Same as above.

C-2, C-4.

HEICHEN ISLAND, IWE GROUP, & N.E., TIP OF WETOWERAKKU IS.

Same as above.

C-5, C-6.
C-7.

- 4 - (Final page)

Enclosure (A) to Photo Officer, Airbatfor, Ltr. to Comairbatfor,
Conf. Serial (L-02) of Feb. 9, 1942.

PHOTOGRAPHIC RECONNAISSANCE & INTERPRETATION SECTION

F44-3/EG60Gpe
Serial 011

INTELLIGENCE CENTER, PACIFIC OCEAN AREAS

CONFIDENTIAL

July 7, 1942.

SUPPLEMENT TO PHOTOGRAPHIC INTELLIGENCE REPORT NO. 3SORTIE: No. PH-5

LOCALITY: WOTJE ATOLL (MARSHALL ISLANDS) Lat. 9° 28' N.- Long. 170° 15' E.
 Date taken: January 31, 1942.
 Mean Time of photography: GCT 2130.
 Camera Focal Length: 9 1/2".
 Altitude: 500-1500 feet.
 Contact Scale: Not known.
 Map Reference: H. O. Chart No. 5428.
 Quality: Poor obliques.
 Last Cover: None.

SUMMARY: (WOTJE ISLAND)

In addition to features noted in Rpt. No. 3, the following details were observed: One plane, additional gun emplacements, and building on various parts of the island.

AIRCRAFT:

Photo
Reference
Numbers
C-22

One unidentified plane is seen at the center of the south edge of the landing field.

DEFENSES:

Additional gun emplacements are seen at the following locations:
 1 emplacement at the NW tip of the island; 2 probable emplacements on the beach NE of the NW turn around; 2 emplacements in the NE section of the island just west of the belt road; 2 emplacements (probable machine gun) south of the five-inch gun emplacements on the windward beach. C-20
 C-20
 A line of barbed wire is observed along the beach at the SW tip of the island. C-22
 C-22

BUILDINGS AND OTHER FACILITIES:

In the NW corner of the island are nine well-camouflaged buildings of approximately the same size, arranged on either side of the road running through the wooded area. Also in this area, near the east edge of the woods, is another small building. C-15

Adjacent to the main hangar at the seaplane base are two large buildings, probably shops or storage, and nine small buildings. C-23

CONFIDENTIAL

July 7, 1942

SUPPLEMENT TO PHOTOGRAPHIC INTELLIGENCE REPORT NO. 3BUILDINGS AND OTHER FACILITIES (Cont)Photo
Reference
Numbers
C-24

A small flat building, topped by a tower, west of the apron and in line with the hangars at the airfield, is probably the operations building and the control tower.

In the wooded area in the north section of the island are one large and seven small buildings, scattered on either side of the belt road. The large building is at the junction of this road and the road running west to the landing field.

C-22

In the wooded (dispersal) area south of the field are five buildings in addition to the eighteen previously reported. West of these, near the beach, is a large square building and two small buildings.

West C-23

East of the NW-SE runway, in the center of the field, is a network of light rectangles, which may possibly be servicing areas.

C-23

On the third islet NW of WOTJE is located a pier-like projection, which extends from the northern shore less than half the distance across the channel. This structure may be either a bridgehead under construction, or possibly a submarine fueling dock, as a fuel tank and several buildings are seen on the islet.

C-20

Doc. No. 6254 C

COPY

INTERNATIONAL MILITARY TRIBUNAL FOR THE FAR EAST

CITY OF WASHINGTON)
DISTRICT OF COLUMBIA)
UNITED STATES OF AMERICA)

CS

C E R T I F I C A T E

I, Charles G. Coleman, Jr., former Lieutenant, U. S. N. R., upon oath, make the following statement:

1. I am Research Analyst, Photo Intelligence Center, United States Navy Receiving Station, Washington, D. C. Residence address is 2505 Burns S. E., Washington, D. C.
2. My official duties include the preparation of photo intelligence reports. I have been engaged in this work since 1942 when I graduated from the Naval Photographic Intelligence School, Naval Air Station, Anacostia, D. C. I served in amphibious forces and groups in the North African, Sicilian, and Normandy Invasions and in planning for landings in Kyushu, Japan. My duties were principally the study of aerial photographs and the interpretation of coastal terrain and military and naval installations. I was head of amphibious Photo Intelligence Units in the Sicilian and Normandy Landings, and in the Kyushu operations.
3. I have examined the Japanese installation map of Wotje Island, JICPOA Item #5486, Navy Doc. No. 41, and I have compared with the map the aerial photograph of the same area as that presented by the map. I have reported the results of this comparison in Photographic Intelligence Center Special Report No. S-1-46. I have indicated on the aerial oblique photographs, marked Enclosures (b) and (c) to Photographic Intelligence Center Special Report No. S-1-46, in red ink the principal installations visible.
4. In Report S-2-46, I present the results of my examination of maps of the Islands indicated in that Report, including Wotjo Island, and of my comparison of each of such maps with the United States Naval Photographic Intelligence Reports of the same areas for the dates indicated.
5. I hereby certify that the Reports as signed by me are true and accurate to the best of my knowledge and belief.

/s/ CHARLES G. COLEMAN, Jr.

Subscribed and sworn to before me this
25 day of July 1946.

/s/ JAMES J. ROBINSON

Name
(Status indicating authority to administer
oaths)

CAPTAIN, USNR
Service No. 53853

INTERNATIONAL MILITARY TRIBUNAL FOR THE FAR EAST

CITY OF WASHINGTON)

DISTRICT OF COLUMBIA)

UNITED STATES OF AMERICA)

SS: C E R T I F I C A T E

I, W. A. Talbot Bielefeldt, Commander, USNR, upon oath, make the following statement:

1. I am on duty in the Washington Document Center, Office of Naval Intelligence, Navy Department, 4th Floor, Steuart Building, Washington, D. C. My residence address is 6617 Poplar Avenue, Tacoma Park, Maryland.

2. My official duties are: Head of Information and Research Section, Washington Document Center. My duties include supervision of classifying, indexing and filing of documents relating to the Far East and Pacific Ocean Areas, including documents captured from Japanese armed forces. I am a graduate of the Japanese Language course in the Navy School of Oriental Languages. I have been on duty involving the interrogation of captured Japanese personnel and the translation of Japanese documents since 1942 in Southwest Pacific areas and in Washington, D. C. I was with the Allied Translation and Interpreter Section in Australia and New Guinea for a total of 15 months.

3. Navy Document No. 41, a blueprint chart of Wotje Island, dated 10 August, 1940, is an official document in the permanent custody of the Washington Document Center. It was received from the Joint Intelligence Center, Pacific Ocean Areas, located at Pearl Harbor, according to the usual procedure. The standard or usual operating procedure under which documents have been received after capture is as follows: The documents, upon capture by combat troops, would be delivered to a document collection unit, who in turn would examine the documents for immediate intelligence purposes. The documents would be stamped in the document collection unit with the name of the place where captured and an identifying number. The documents would then be forwarded to JICPOA at Pearl Harbor. After study and any other use there, the documents would then be forwarded by JICPOA to the Navy Department and the Washington Document Center for purposes of custody and proper use or distribution. It appears that Navy Document No. 41, according to this procedure, was captured on Kwajalein and forwarded to JICPOA. This document and other documents on Mandated Islands were forwarded to the Navy Department and are kept in the custody of the Washington Document Center.

4. According to the usual procedure, the English translations and interpretations written on the face of the document appear to have been written either by the document collection unit or in JICPOA. Both document collection units and the JICPOA staff normally have included military or Naval personnel qualified in making such annotations on such documents.

5. The foregoing statement is true and correct to the best of my knowledge and belief.

/s/ W. A. T. BIELEFELD T
Commander, USNR
Service No. 167617

Subscribed and sworn to before me this
25 day of July, 1946

/s/ JAMES J. ROBINSON

Name

(Status indicating authority to
administer oaths)

CAPTAIN, USNR

Service #52853

C E R T I F I C A T E

I.P.S. No. 6254-C

Statement of Source and Authenticity

I, Hidemi YOSHIDA hereby certify
that I am officially connected with the Japanese Government in the
following capacity: Member of Research Division of
2nd Demobilization Bureau
and that as such official I have examined the document hereto attached
consisting of 1 page, dated 10 Aug., 1940, and described as follows:
Sectional Map of WOTJE Is.

I further certify that to the best of my knowledge and belief the at-
tached record and document is an official document of the Japanese
Government, and that it is part of the official archives and files of
the following named ministry or department (specifying also the file
number or citation, if any, or any other official designation of the
regular location of the document in the archives or files):
Yokosuka Naval Civil Engineering Dept. of the Yokosuka Naval
Sta. (Secret Map No. 852, Part 4).

Signed at Tokyo on this
10th day of Oct., 1946.

/s/ Hidemi YOSHIDA
Signature of Official
SEAL
Member of Research
Division 2nd Demob. Bureau
Official Capacity

Witness: Y. YAMAMOTO

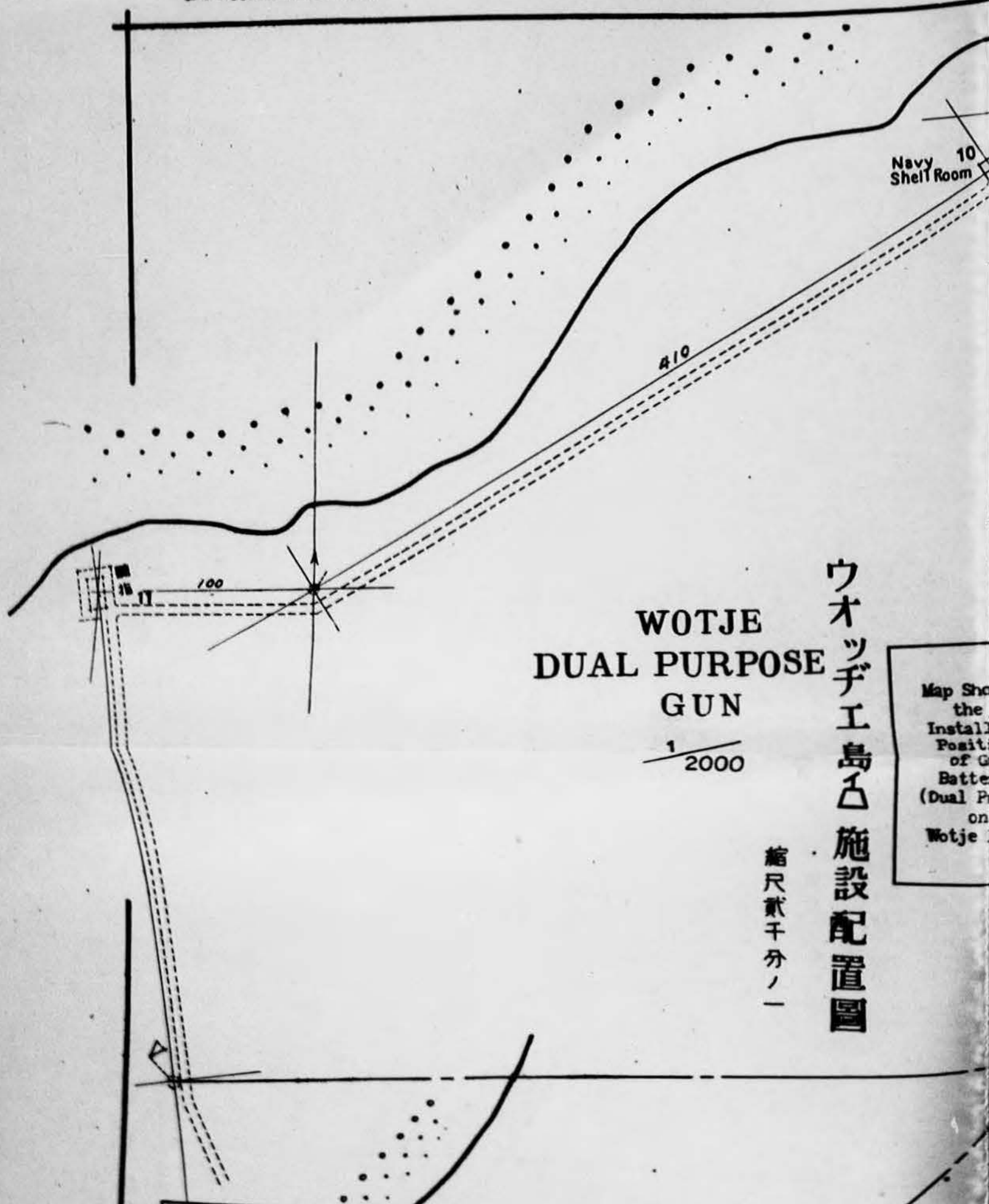
Statement of Official Procurement

I, JOHN A. CURTIS, 2nd Lt., hereby certify that
I am associated with the General Headquarters of the Supreme Commander
for the Allied Powers, and that the above certification was obtained by
me from the above signed official of the Japanese Government in the
conduct of my official business.

Signed at Tokyo on this
10th day of October, 1946

J. A. CURTIS, 2d Lt.
NAME
Investigator
Official Capacity

Witness: RICHARD H. LARSH



WOTJE DUAL PURPOSE GUN

$$\frac{1}{2000}$$

ウォツヂ工島△施設配置圖

縮尺貳千分ノ一

Map Shows
the
Install
Positi
of G
Batter
(Dual P
on
Wotje

JAPANESE BLUEPRINT MAP

WOTJE ISLAND

ウォッチェ島

Legend

附 錄

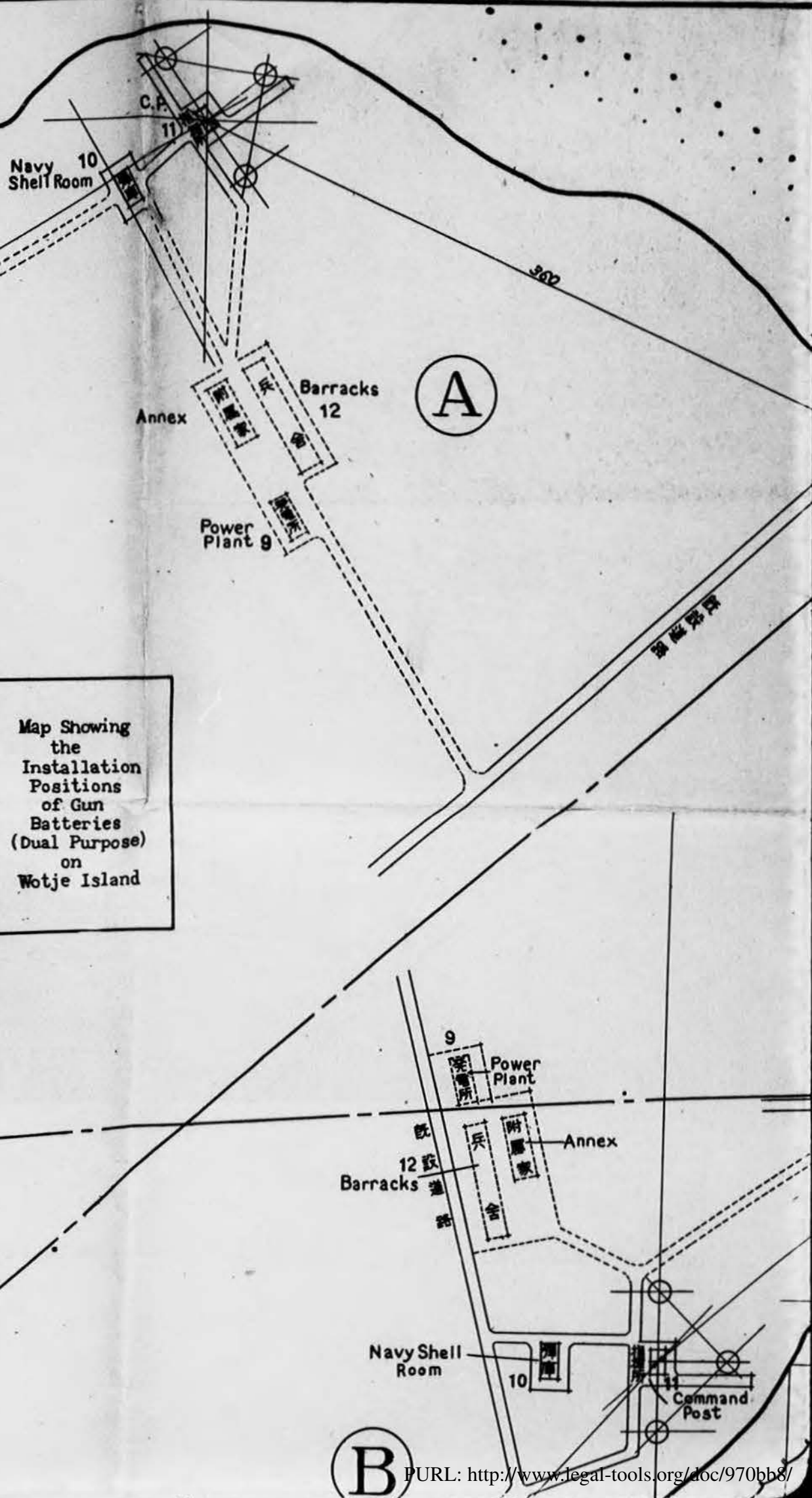
WOTJE
DUAL PURPOSE
GUN

1
2000

ウオツヂエ島施設配置圖

縮尺貳千分一

Map Showing
the
Installation
Positions
of Gun
Batteries
(Dual Purpose)
on
Wotje Island



T MAP

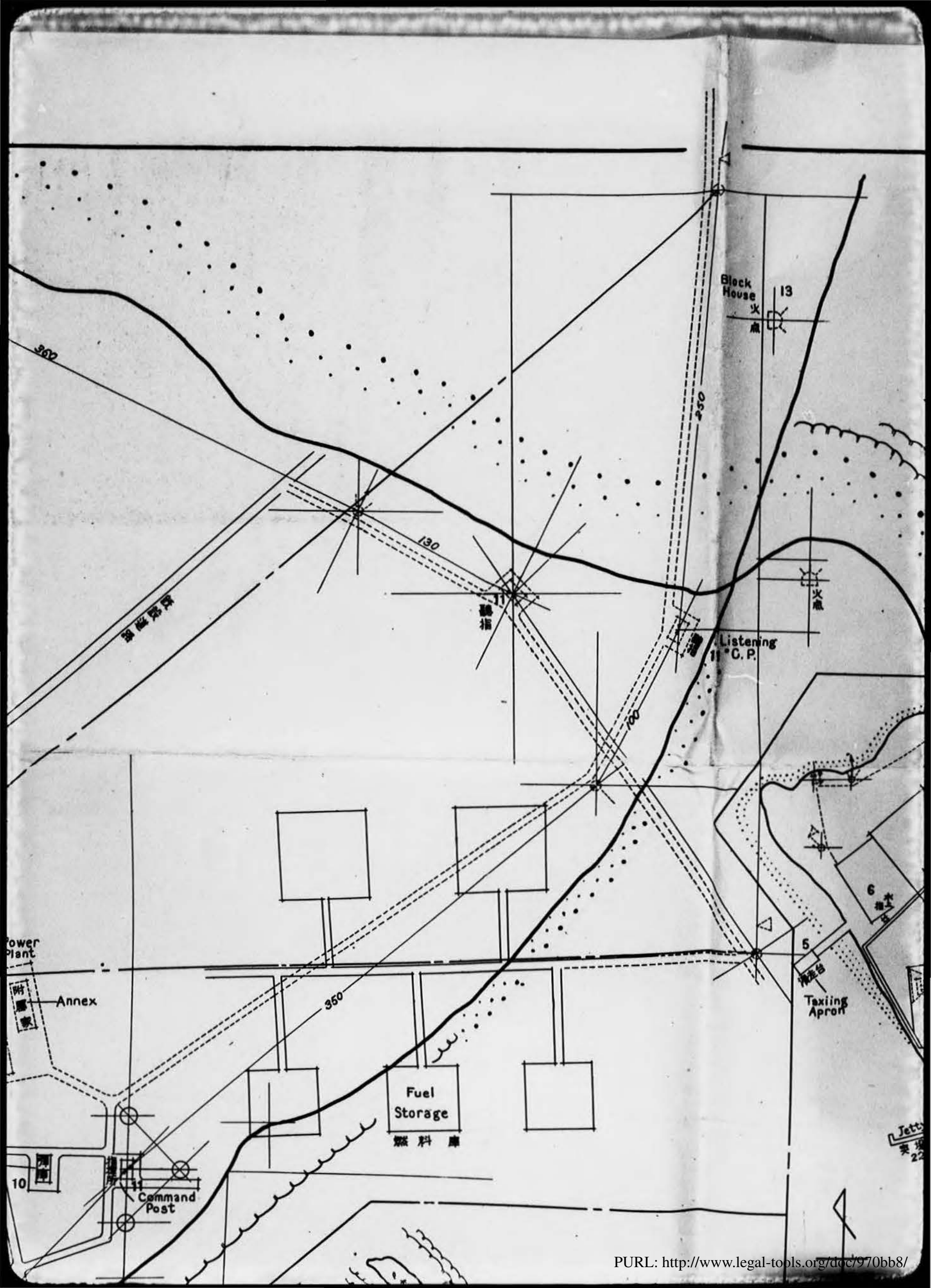
ウオツヂエ島

解説

七年一月三十一日撮影

海軍高島 C22 及 C23

PURL: <http://www.legal-tools.org/doc/970bb8/>

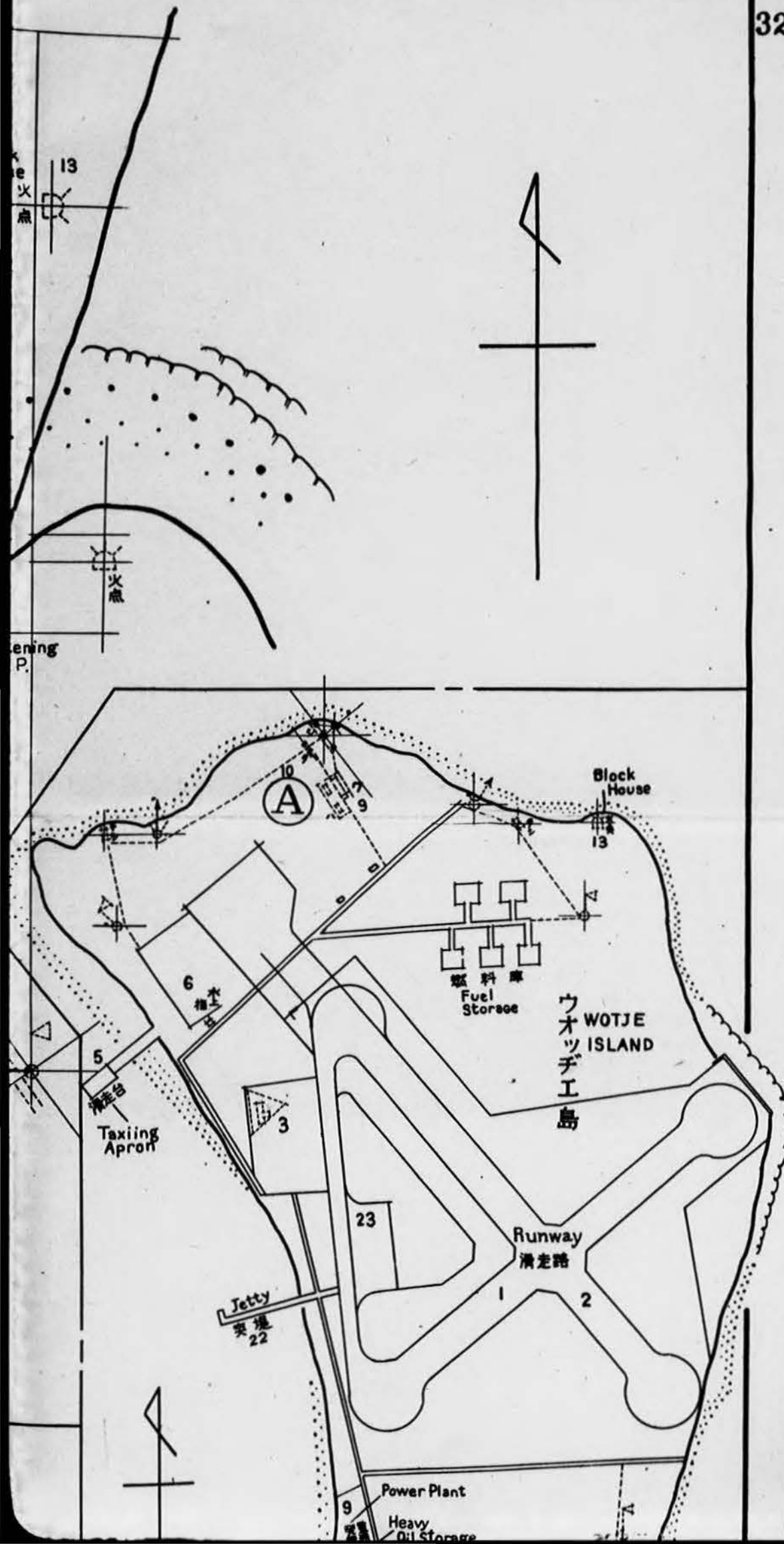


325

WOTJE

ウオッチ工島分圖

SECTIONAL MAP OF WOTJE ISLAND



10 AUG. 1940

極秘 852 號, 4

昭和 15 年 8 月 10 日調製

縮尺 分之壹

横 部 長

施設配置圖

縮尺 貳千分ノ一

JAPANESE BLUEPRINT MAP

WUTJE ISLAND

ウオッチェ島

Legend

解説

For use With
U.S. Navy Photos C22 and C23,
31 Jan. 1942.
Japanese Blueprint Map,
10 Aug. 1940.

昭和十七年一月三十一日撮影
米國海軍写真 C22 及 C23
昭和十五年八月十日作成
日本海軍省製圖

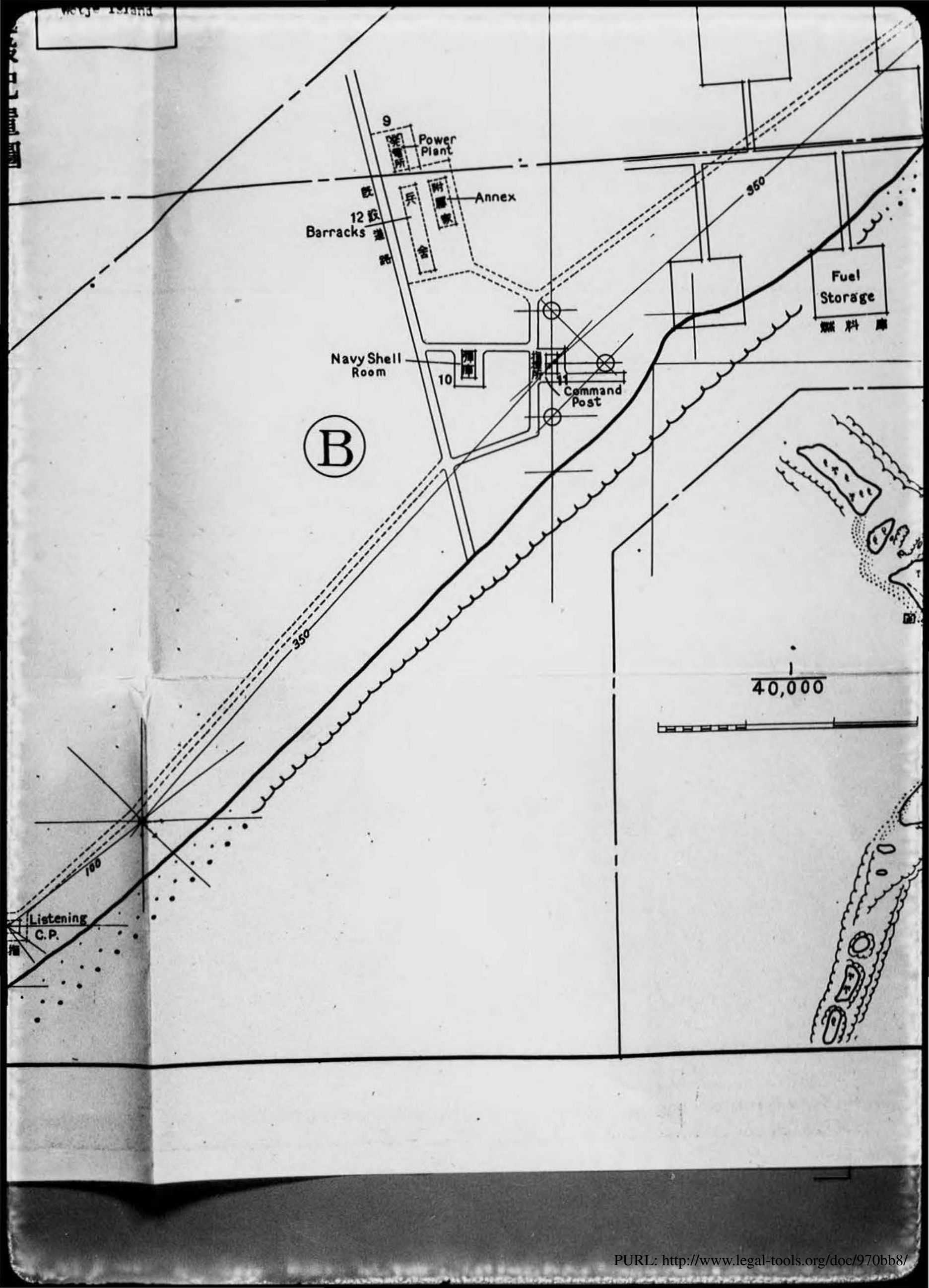
1. Airfield runway (3900')
2. Airfield runway (5700')
3. Hangars
4. Shop buildings
5. Seaplane ramp
6. Seaplane hangar
7. North 3-gun D.P. Battery
8. South 3-gun D.P. Battery
9. Power plant
10. Ammunition storage
11. Command post
12. Barracks area
13. Blockhouses
14. Oil storage
15. Trenches
16. Pillboxes
17. Machine guns
18. Wire on beach
19. Roads
20. Radio transmitter bldgs.
21. Radio towers (3)
22. Pier
23. Apron
24. Buildings

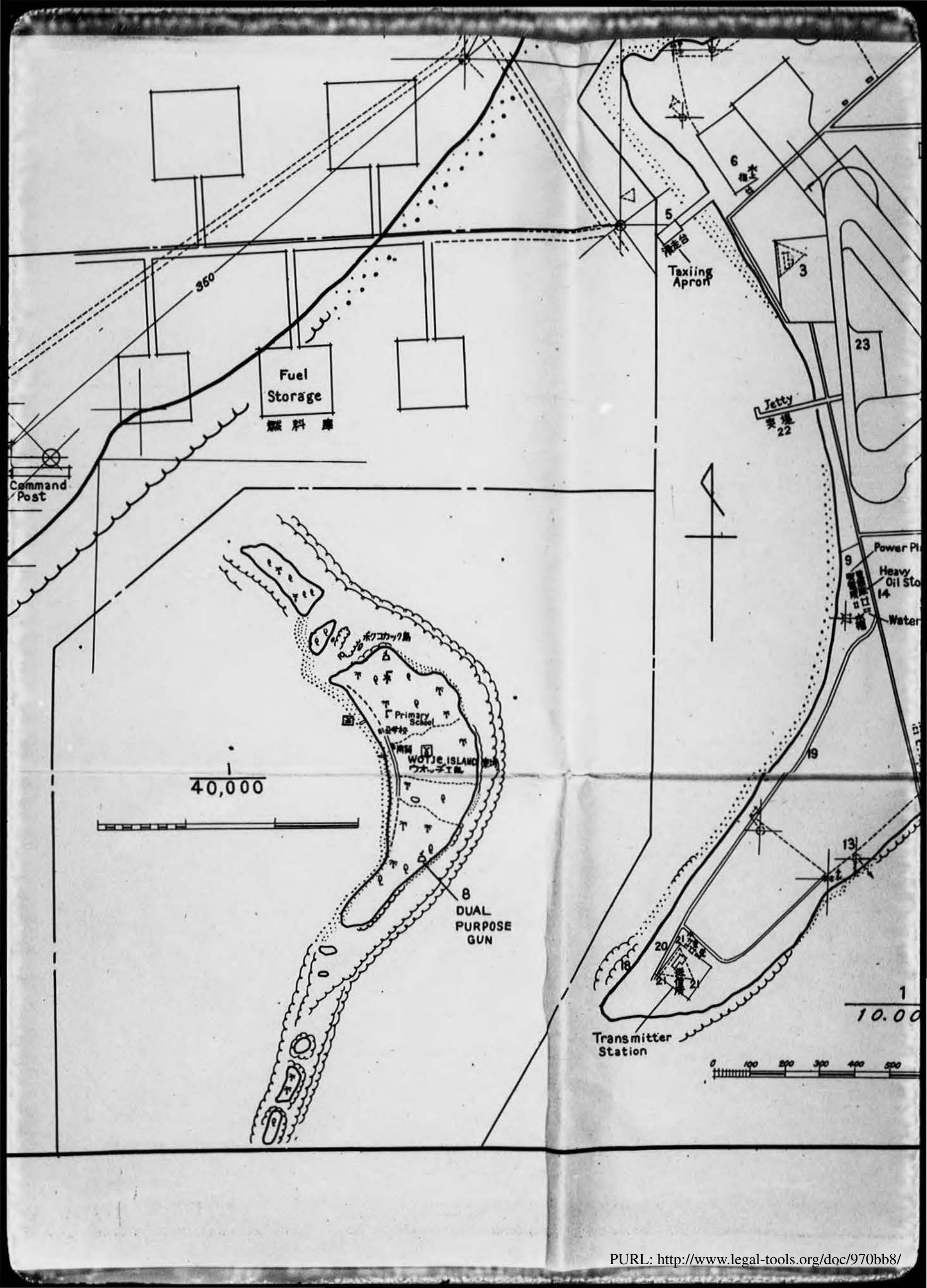
1. 飛行場滑走路 (3900呎)
2. 飛行場滑走路 (5700呎)
3. 格納庫
4. 商店並建屋
5. 水上機斜路
6. 水上機格納庫
7. 北方水空両用砲台 (三門)
8. 南方水空両用砲台 (三門)
9. 発電所
10. 弾薬庫
11. 指揮所
12. 兵舎地區
13. 火藥
14. 油庫
15. 塹壕
16. 小要塞
17. 機關銃
18. 海岸鐵絲網
19. 道路
20. 送信所
21. 無線塔 (三)
22. 突堤
23. 下方防欄
24. 建物

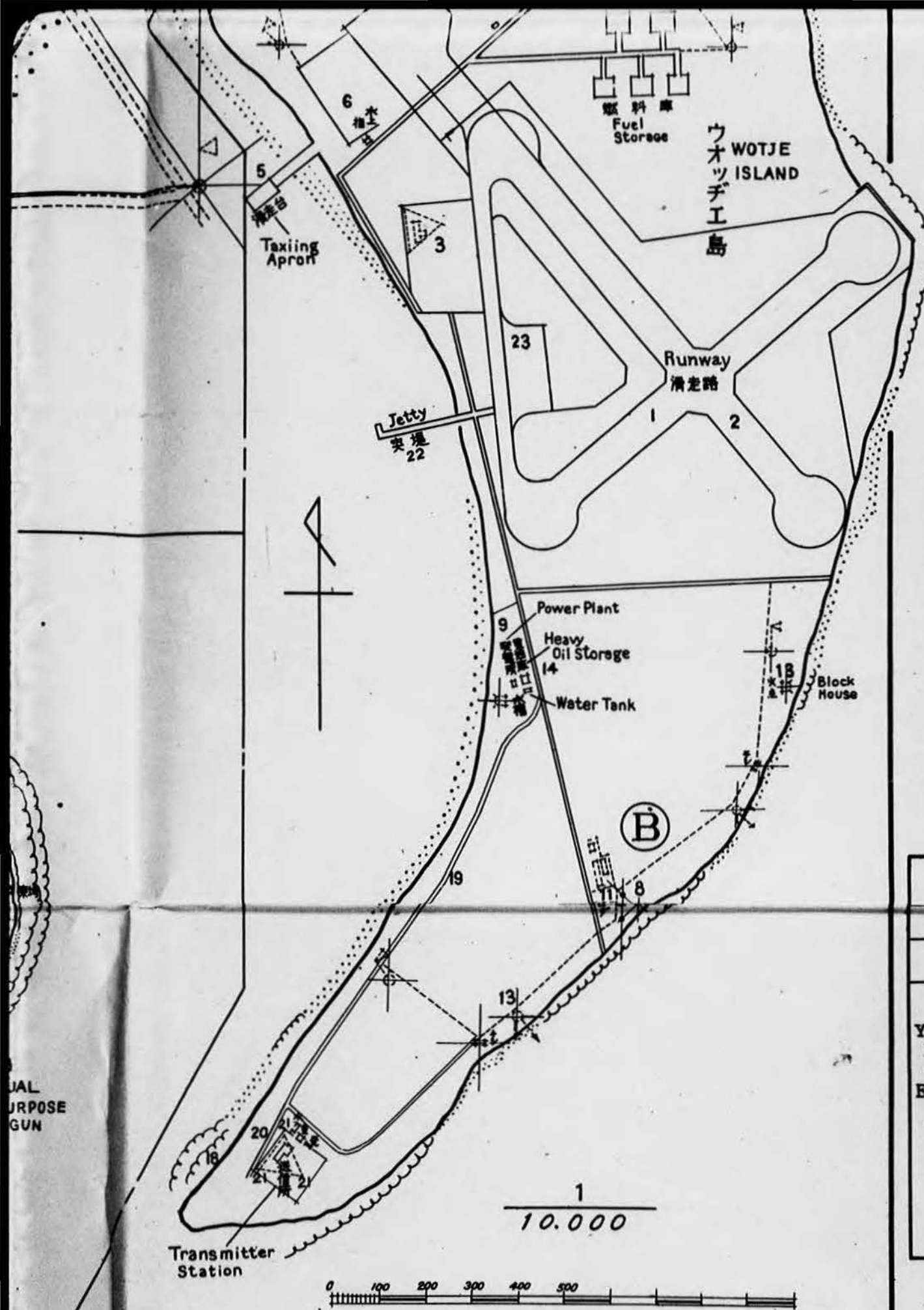
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C.P.
圖海







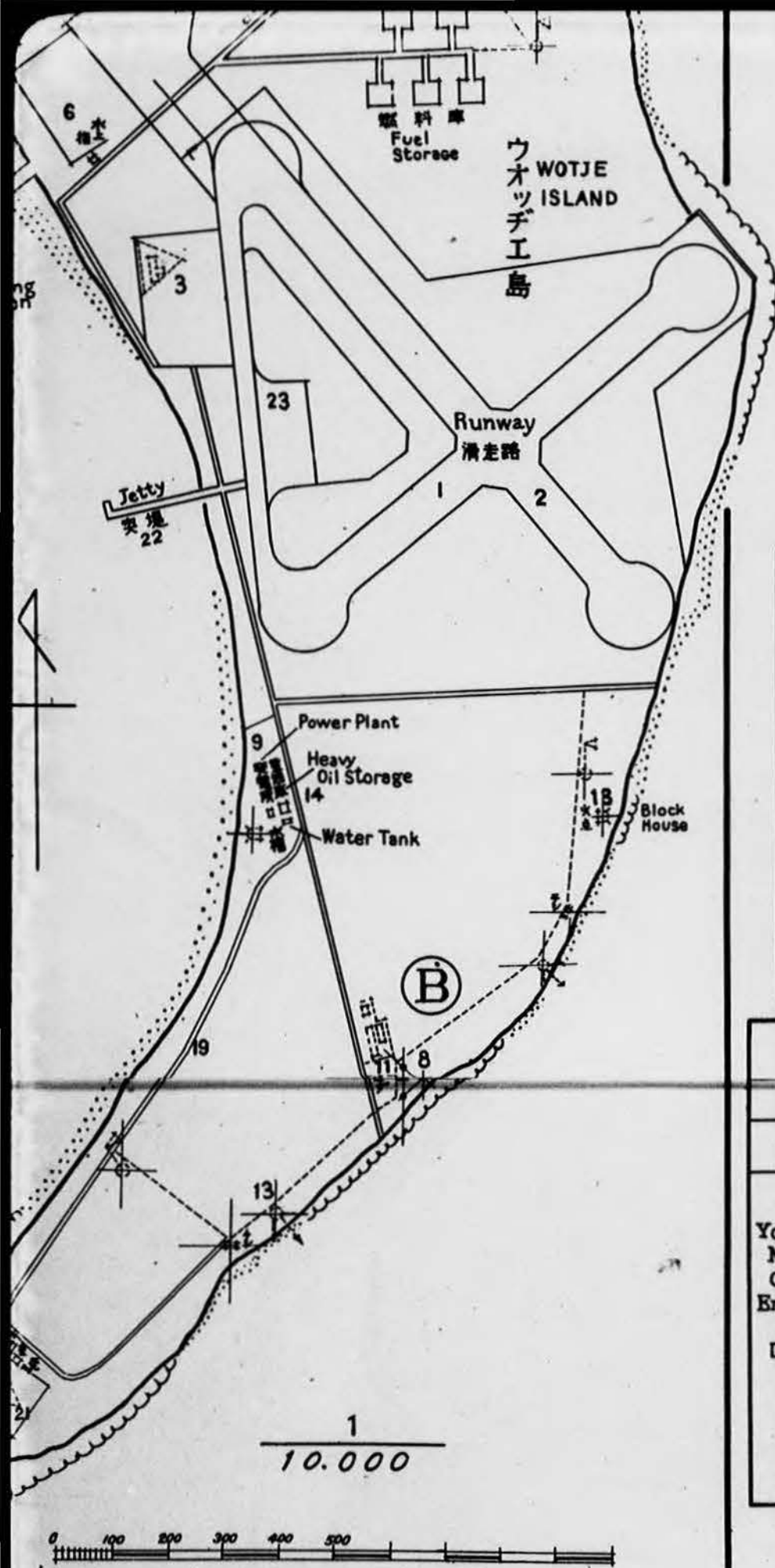
10 AUG. 1940

極秘 852 號, 4	
昭和 15 年 8 月 10 日調製	
縮尺	分之壹
横須賀海軍建築部	部長
	計主 任
	計主 任
	計主 任

Origin Secret
No. 852/Part 4
Prepared 10 Aug. 1940

Scale 1	
Yokosuka Naval Civil Engineering Dept.	Chief of the Dept.
	Planning Section Chief
	In Charge of Planning
	Attached to Chief of Planning Sect.
	ISHIKAWA
	IWASAKI

JICPOA Item #5486



10 AUG. 1940

極秘 852 號, 4

昭和 15 年 8 月 10 日調製

縮尺 分之壹

横須賀海軍建築部	部長	
	計主	主任
	計担	主任
	計主	主任附

Origin Secret

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JICPOA Item #5486